

# **Committee: Street Management Advisory**

**Date:** 23<sup>rd</sup> January 2012

**Agenda item:** 9

**Wards:** Hillside & Raynes Park

**Subject:** Proposed W7 CPZ (The Downs area) – Formal consultation

**Lead officer:** Chris Lee, Director of Environment & Regeneration

**Lead member:** Councillor Andrew Judge, Cabinet Member for Environmental Sustainability and Regeneration

**Forward Plan reference number:** N/A

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## **Recommendations:**

That the Street Management Advisory Committee considers the issues detailed in this report and recommends that the Cabinet Member for Environmental Sustainability and Regeneration:

- A. Notes the result of the statutory consultation carried out between 3 November and 30 November 2011 on proposals to introduce a Controlled Parking Zone (CPZ) to include The Downs, Lansdowne Road, Crescent Road, Southdown Drive, Cumberland Close, Thaxted Place, Southdown Road, Elthelbert Road, Delamere Road, Albert Grove, and part of Lower Downs Road as shown in drawing No. Z78-182-02 sheets 1 & 2 in Appendix 3.
- B. Notes and considers the representations received in respect of the proposals as detailed in Appendix 2.
- C. Considers the objections against the proposed measures and the arguments for their implementation as detailed in Appendix 2.
- D. Agrees to proceed with the making of the Traffic Management Order (TMO) for the implementation of a CPZ in The Downs, Lansdowne Road, Crescent Road, Southdown Drive, Cumberland Close, Thaxted Place, Southdown Road, Elthelbert Road, Delamere Road, Albert Grove, and part of Lower Downs Road operation Monday to Friday, between 8.30am and 6.30pm as shown in drawing No. Z78-182-02A sheets 1 & 2 in Appendix 1.

## **1 PURPOSE OF REPORT AND EXECUTIVE SUMMARY**

- 1.1. This report details the results of the statutory consultation carried out with the residents and businesses during November 2011 regarding the Council's proposals to introduce controlled parking in The Downs Area.
- 1.2. It seeks approval to make the Traffic Management Order (TMO) for the implementation of a CPZ in The Downs, Lansdowne Road, Crescent Road, Southdown Drive, Cumberland Close, Thaxted Place, Southdown Road, Elthelbert Road, Delamere Road, Albert Grove, and part of Lower Downs Road as shown in drawing No. Z78-182-02A sheets 1 & 2 in Appendix 1.

## **2 DETAILS**

- 2.1 The key objectives of parking management include:
  - Tackling of congestion by reducing the level and impact of traffic in town centres and residential areas.
  - Making the borough's streets safer and more secure, particularly for pedestrians and other vulnerable road users through traffic management measures.

- Managing better use of street spaces for people, goods and services, ensuring that priority is allocated to meet the objectives of the strategy.
- Improving the attractiveness and amenity of the borough's streets, particularly in town centres and residential areas.
- Encouraging the use of more sustainable modes of transport.

2.2 Controlled parking zones, aim to provide safe parking arrangements, whilst giving residents and businesses priority access to available kerbside parking space. It is a way of controlling the parking whilst improving and maintaining access and safety for all road users. A CPZ comprises of yellow line waiting restrictions and various types of parking bays operational during the controlled times. These types of bays include the following:

Permit holder bays: - For use by resident permit holders, business permit holders and those with visitor permits.

Pay and display shared use/permit holder bays: - For use by pay and display customers and permit holders.

2.3 A CPZ includes double yellow lines (no waiting 'At Any Time') restrictions at key locations such as at junctions, bends and along certain lengths of roads where parking impedes the flow of traffic or would create an unacceptable safety risk e.g. obstructive sightlines or unsafe areas where pedestrians cross.

2.4 Within any proposed CPZ or review, the Council aims to reach a balance between the needs of the residents, businesses, visitors and all other users of the highway. It is normal practice to introduce appropriate measures if and when there is a sufficient majority of support or there is an overriding need to ensure access and safety. In addition the Council would also take into account the impact of introducing the proposed changes in assessing the extent of those controls and whether or not they should be implemented.

#### Background Information

2.5 An informal consultation was carried out within The Downs area on the Councils' proposals to introduce a CPZ (W7). This was as a result of petition (PT492) received from residents in the area.

2.6 The results of this consultation showed favourable for most roads consulted with the exception of Delamere Road, Lansdowne Road and Cumberland Close. Due to the inevitable parking displacement that will take place it was decided to include both Delamere Road and Cumberland Close in the statutory consultation to allow them the opportunity to become part of the controls.

2.7 The carriageway in Lansdowne Road is not wide enough to accommodate parking on both sides, and the footway is not wide enough to accommodate footway parking. To maintain access it is, therefore, necessary to introduce yellow line restrictions. During the informal consultation, Lansdowne Road opted against the proposals; however, the residents were offered the opportunity to be included in the zone as the options are including this road in the proposed CPZ thereby giving residents priority over the limited available parking spaces and giving residents the opportunity to purchase a permit and park within the proposed zone; or excluding this road from the proposed CPZ thereby exacerbating the parking difficulties for the residents.

### **3 CONSULTATION UNDERTAKEN**

3.1. The statutory consultation for the proposals to introduce parking controls in The Downs area commenced on 3<sup>rd</sup> November and ended on 30<sup>th</sup> November 2011. A newsletter with a plan as shown in Appendix 3 was delivered to 1073 premises

within the proposed area. The consultation also included the erection of street notices on lamp columns in the vicinity of the proposals and the publication of the Council's intentions in the Local Guardian and the London Gazette. Consultation documents were available at the Link, Merton Civic Centre and on the Council's website.

- 3.2. The statutory consultation resulted in a total of 73 representations, 37 of which are in support of the proposals, 5 comments and 31 against the proposals. Of those who were against the proposals 14 reside within the CPZ boundary, with 4 who reside outside and 13 representations received from Teachers of Ursuline High School. These representations are detailed in Appendix 2. A representation was also received by the Metropolitan Police with no comments or observations.
- 3.3. The main objections received from residents in the area include:
  - There is no parking problem
  - The parking will be reduced
  - Do not want to pay to park outside their house
  - The response rate was low for the informal consultation
  - The times are too restrictive
  - Parking controls will not make a difference
- 3.4. Objections were also received from residents outside the CPZ area concerned that parking displacement will affect their roads. A number staff from Ursuline High School in Crescent Road objected to proposals as they use these roads to park and believe that the introduction of parking controls will greatly affect their lifestyle and the ability to manage their day to day requirements for teaching. Many also state that they would not be able to afford to pay & display in the proposed bays.
- 3.5. Although staff of schools are considered to be commuters to their place of work, as part of the W7 CPZ informal consultation the concerns of the schools in the area became apparent and providing permits to teachers to utilise the underused bays in a controlled zone has recently been approved by the Council.
- 3.6. This consideration was subject to a separate report which has been approved by the Cabinet Member. The key facts on provisions for teachers permits are summarised in appendix 4.

#### Ward Councillors Comments

- 3.7. All Ward Members were contacted prior to the commencement of the consultation and after the consultation. At the time of writing this report a request for excluding Crescent Road was received from one of the Hillside Councillors.
- 3.8. Although officers did not receive direct feedback from the ward councillors, the Council was made aware of a newsletter that the ward councillors had distributed to the residents. This is attached as appendix 5.

## **4 PROPOSED MEASURES**

- 4.1. To introduce a controlled parking zone (CPZ) to include The Downs, Lansdowne Road, Crescent Road, Southdown Drive, Cumberland Close, Thaxted Place, Southdown Road, Elthelbert Road, Delamere Road, Albert Grove, and part of Lower Downs Road operational Monday to Friday between 8.30am and 6.30pm as shown in drawing No. Z78-182-02 sheets 1 & 2 in Appendix 3.
- 4.2. To proceed with the making of the Traffic Management Order (TMO) for the implementation of a CPZ in The Downs, Lansdowne Road, Crescent Road, Southdown Drive, Cumberland Close, Thaxted Place, Southdown Road, Elthelbert

Road, Delamere Road, Albert Grove, and part of Lower Downs Road as shown in drawing No. Z78-182-02A sheets 1 & 2 in Appendix 1.

- 4.3 The recommendations are based on the support expressed by the majority of residents in all the roads within the proposed area, who participated in both the informal and statutory consultations
- 4.4 The Council must consider whether or not the problems currently being experienced in these roads are of sufficient significance for change to go ahead; whether or not the change proposed is proportionate to the problems experienced and is acceptable in consideration of the possible impact.
- 4.5 Officers suggest that it would be reasonable to address the injudicious parking and respond to the needs/demands of the affected residents in those roads where there is majority support for introducing a CPZ.
- 4.6 The CPZ design comprises of mainly permit holder bays to be used by residents, businesses and their visitors with some shared use facilities made available for pay & display customers. The layout of the parking bays are arranged in a manner that provides the maximum number of suitable parking spaces without jeopardising road safety and the free movement of traffic.

Hours of Operation:

- 4.7 The W7 CPZ will operate Mondays to Fridays between the hours of 8.30am and 6.30pm. This was the option with majority support.

Permit Issue Criteria:

- 4.8 The Council periodically reviews the permit and pay and display parking costs. However, the price structure presented during the initial informal consultation stage will be unaffected for the first year, after which the borough wide charge will apply. It is, therefore, proposed that the residents' permit parking price structure should be as following – the cost of the first permit in each household is £65 per annum; the second permit is £110 and the third permit cost is £140. An annual Visitor permit cost is £140.

Visitors' permits:

- 4.9 It is recommended that the system and charges applied elsewhere in the Borough, at the time of consultation, for visitor permits should also be introduced. All-day Visitor permits will remain at £2.50 whilst half-day permits will be priced at £1.50. The allowance of visitor permits per adult in a household shall be 50 full-day permits, 100 half-day permits or a combination of the two.

Business permits:

- 4.10 It is proposed that the business permit system should be the same for zones elsewhere in the borough, maintaining the charges of £331 per 6 months (as was at the time of the consultation), with a maximum of only two permits per business without off- street parking facilities.

Teachers Permits:

- 4.9 For state schools located in CPZs the cost of the Permit will be £188 per annum. Private schools are considered as businesses and the permit will be charged at the current business permit rate of £221 for 6 months for one permit.

Trades Permits:

- 4.11 Trade Permits are priced at £900 per annum. Trades permits can also be purchased for 6 months at £600, 3 months at £375, 1 month at £150 and Weekly at £50.

### Pay & Display tickets:

- 4.12 It is recommended that the charge for parking within the pay and display shared use/permit holder bays reflect the standard charges applied to these types of bays in the borough, at the time of consultation. The cost will be £1 per hour; purchase of tickets will be available before 8.30am.

## **5. TIMETABLES**

- 5.1 If a decision is made to proceed with the implementation of the proposed CPZ, Traffic Management Orders could be made within six weeks after the made decision. This will include the erection of the Notices on lamp columns in the area, the publication of the made Orders in the Local Guardian and the London Gazette. The documents will be made available at the Link, Civic Centre and on the Council's website. A newsletter will be distributed to all the premises within the consulted area informing them of the decision.

## **6. ATERNATIVE OPTIONS**

- 6.1 Do nothing. This would not address the current parking demands for residents in respect of their views expressed during the statutory consultation, as well as the Council's duty to provide a safe environment for all road users.
- 6.2 Not to introduce the proposed yellow line waiting restrictions. This would not address the obstructive parking and traffic congestion currently being experienced and will not improve access for the emergency services; refuse vehicles and the overall safety for all road users.

## **7 FINANCIAL, RESOURCE AND PROPERTY IMPLICATIONS**

- 7.1 The cost of implementing the proposed measures is estimated at £40k. This includes the publication of the made TMOs, road markings and signage. This does not include consultation and staff costs.
- 7.2 The Environment and Regeneration capital budget for 2011/12 contains a provision of £380k for parking management schemes. The cost of these proposals can be met from this budget.

## **8 LEGAL AND STATUTORY IMPLICATIONS**

- 8.1 The TMOs would be made under Section 6, 9, 10 and 45 of the Road Traffic Regulation Act 1984 (as amended). The Council is required by the Local Authorities Traffic Order (Procedure) (England and Wales) Regulations 1996 to give notice of its intention to make a Traffic Order (by publishing a draft traffic order). These regulations also require the Council to consider any representations received as a result of publishing the draft order.

## **9 HUMAN RIGHTS, EQUALITIES AND COMMUNITY COHESION IMPLICATIONS**

- 9.1 The Council carries out careful consultation to ensure that all road users are given a fair opportunity to air their views and express their needs. The parking needs of the residents and visitors are given consideration but it is considered that maintaining safe access must take priority.
- 9.2 Bodies representing motorists, including commuters are included in the statutory consultation required for draft traffic management and similar orders.

- 9.3 The implementation of waiting restrictions affects all sections of the community especially the young and the elderly and assists in improving safety for all road users as well as achieving the transport planning policies of the government, the Mayor for London and the borough.
- 9.4 Maintaining clear access points and visibility will thereby improve the safety at junctions; bends and along narrow sections of a road, subsequently reducing potential accidents.

## **10 CRIME AND DISORDER IMPLICATIONS**

- 10.1 N/A

## **11 RISK MANAGEMENT AND HEALTH AND SAFETY IMPLICATIONS**

- 11.1 The risk of not introducing the proposed parking arrangements is that the existing parking difficulties would continue and it would do nothing to address obstructive parking.
- 11.2 The risk in not addressing the issues from the informal consultation exercise would be the loss of confidence in the Council. The proposed measures may cause some dissatisfaction from those who have requested status quo or other changes that cannot be implemented but it is considered that the benefits of introducing the measures outweigh the risk of doing nothing.

## **12 APPENDICES**

The following documents are to be published with this report and form part of the report.

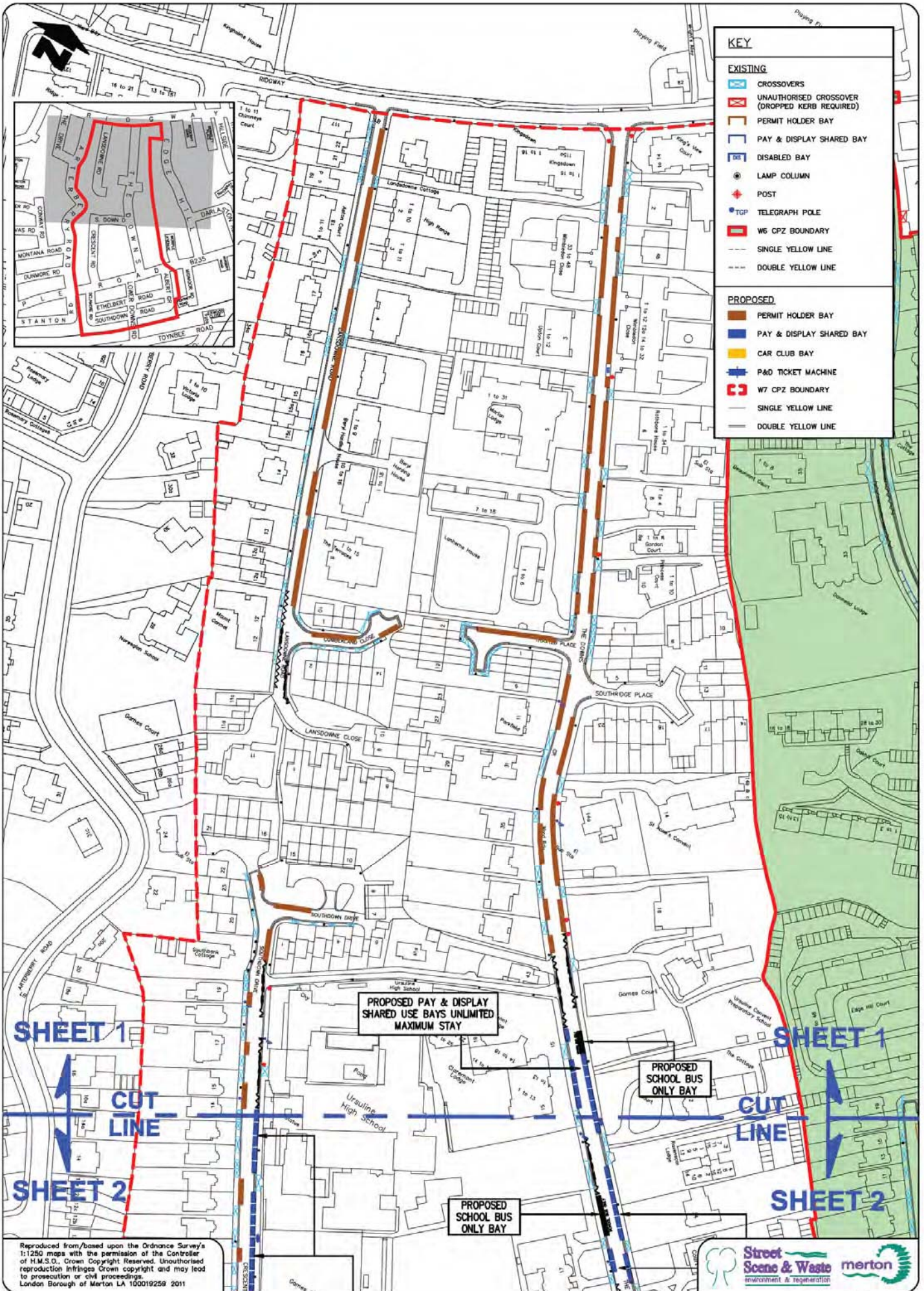
Appendix 1 – Drawing No. Z78-182-02 sheets 1 & 2.

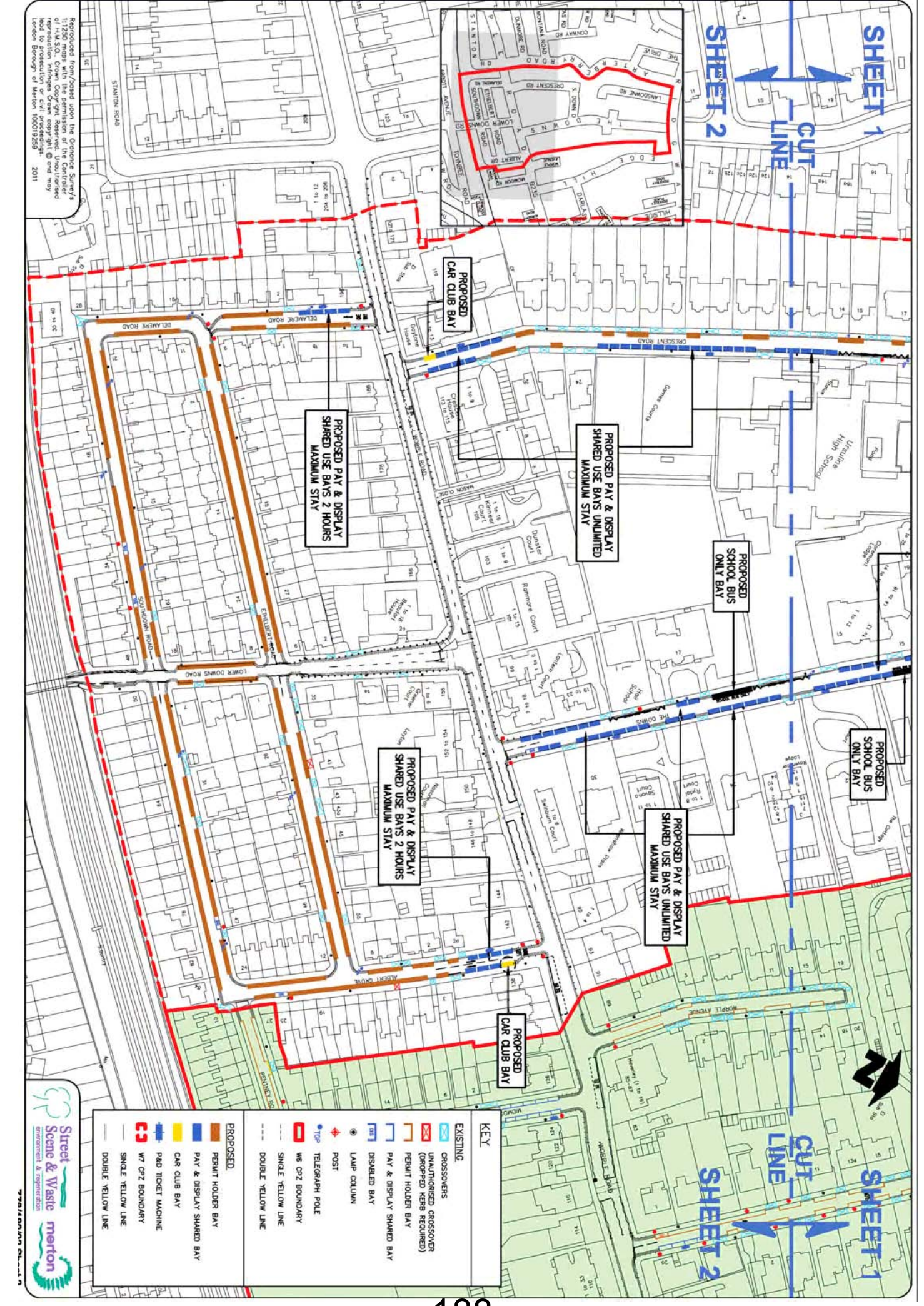
Appendix 2 – Representations and Officers' comments.

Appendix 3 – Statutory consultation documents.

Appendix 4 – summary of teacher's permit report

Appendix 5 – Leaflet distributed by Ward Councillors





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KEY	
	EXISTING CROSSOVERS
	UNAUTHORISED CROSSOVER (ORANGE KERB REQUIRED)
	PERMIT HOLDER BAY
	PAY & DISPLAY SHARED BAY
	DISABLED BAY
	LAMP COLUMN
	POST
	TELEGRAPH POLE
	W6 CPZ BOUNDARY
	SINGLE YELLOW LINE
	DOUBLE YELLOW LINE
	<b>PROPOSED</b>
	PERMIT HOLDER BAY
	PAY & DISPLAY SHARED BAY
	CAR CLUB BAY
	P&D TICKET MACHINE
	W7 CPZ BOUNDARY
	SINGLE YELLOW LINE
	DOUBLE YELLOW LINE





### Representations – In Support

**Ethelbert Road (12263665)** – This is to confirm To confirm that we are in favour of the proposed changes to parking in our road although we have a few comments. Since the consultation process, parking has become increasingly difficult in our road (apparently due to changes to parking restrictions in the surrounding roads including Toynbee Road), to the point that many residents have resorted to 'blocking' spaces outside their properties with cones, recycling boxes etc. which only increases the difficulty of parking! The Sorting office workers are still parking in their masses which if they didn't would mean there were significantly more spaces. Also we would be grateful if you could please could you clarify: How many parking permits per household? Do permits cover parking in the entire zone or only part of it? How much are visitors permits? How much will it cost for an annual ticket? We look forward to hearing from you.

**Lansdowne Road (12262635)** – I write in connection with Lansdowne Road – I live at number 15A. I would urge the council, in the strongest terms, to introduce residents parking in our road. I was very surprised that a (small) majority voted to reject the proposal. Having spoken to a number of fellow residents in the last couple of days I write to point out that everyone I have spoken to did not fully appreciate that the alternative to a residents parking scheme, a double yellow line on one side of the road, would mean that Lansdowne Road would still be open to commuters to park, meaning that residents would face even more competition for space because the overall number of parking spaces would have been dramatically reduced. When this was pointed out to people, they came down strongly in support of residents parking. Lansdowne Road would benefit enormously from residents parking. Our road is constantly blighted by commuter parking, a significant number of whom work at schools in the adjoining area. This can be confirmed by visiting our road during the daytime during school holidays – the road is half empty. The introduction of residents parking would also encourage/force people with cars living in the blocks of flats in our road to park their cars in the spaces at the back of their properties and not on the road, leaving more space for our residents who don't have the luxury of their own designated parking space. Please, press ahead with the introduction of residents parking because the implications of the double yellow line solution has not been fully appreciated by people in my road.

**Albert Grove (12262645)** – It was with great delight to find out that we are eventually to get a CPZ on Albert Grove as the parking situation over the past few years has got horrendous and our car has been 'bumped' a few times by commuters rushing to find a space then march to work. The proposal sounds fair to all residents and those that weren't in favour before the scheme will surely see the benefits when it's up and running so thank you for taking on this CPZ and I hope it all runs smoothly, is there a date set for when the CPZ should come into action? There are a couple of other minor issues one directly relating to the scheme and one that isn't, the disabled bay on Albert Grove is to my knowledge not needed anymore as the gentleman who used it unfortunately died last year so maybe this could be looked into and potentially removed but the lady who lives at number 23 Albert Grove will know more about this. A finally there are SO many cars whizzing up Southdown Road onto Albert Grove and then turning right onto Worple Road which is meant to be a no right turn to avoid this situation occurring and becoming a rat run and I fear with the CPZ in place this may get worse, is there anything that can be done about is please? Thank you very much for making this happen and we look forward to actually having somewhere to park our car and hopefully not being reversed into every couple of months!!

**Lansdowne Road (12263245)** – It is my view that there should be single yellow line parking restrictions on the West side of the road, as indicated on your plan (naturally with the double yellow on corners and St. Theresa's) with CPZ restrictions on the opposite side, with parking bays being painted half on the pavement if this is possible, operational from 11 – 12.00 Monday to Friday with permits only to be issued to residents in the road. Councils do allow CPZ painted on pavements in some roads and Lansdowne only needs one side of the road to have a clear pavement on the West side for pedestrians. If this was implemented, commuters and local businesses would be much less likely to park in the road, health and safety considerations would be taken into account and local householders would not be unduly inconvenienced. To have more than 11-12.00 Monday to Friday would be far too restrictive and unnecessary. I understand that the Council inspected the road during Wimbledon week when there was also a wedding in the road, so their proposals would not have taken into consideration that the road is almost empty of cars after 6.30 in the evening and at weekends.

**Ethelbert Road (12263094)** – We are in complete agreement with all your recommendations to implement parking restrictions in our road. Our letter is confirmation of our voting for these changes which took place in your consultation of June 2011. We are much looking forward to the implementation of

controlled parking in our road as, having a car and using it, we are unable to find a parking space near our home on our return which is becoming intolerable because of all day parking by those evading parking charges.

**Albert Grove** (12262822) – We thank you for your efforts so far with regulating parking in our beleaguered roads and we would just like to repeat for the record our support for CPZ in Albert Grove. We would also like to put on record the following: 1. The situation in Albert Grove is now so bad that most weekday mornings the road is full well before 7.00 am and spaces only begin to become free towards early or mid-evening. 2. This means that going out and returning before early evening means finding nowhere to park, either in Albert Grove or the surrounding roads. 3. Many outsiders are not just parking during the working day, which is bad enough, but we have found that it is not unusual for cars to be parked here for days/months at a time – whether their owners go on holiday or simply escape paying in their own road we can't tell. 4. It has now got to the point that some residents have recently been fined for parking illegally on double yellow lines on the corners – in desperation after return from going out early and finding not a single space to park anywhere. 5. For most of us (the majority without garages, white lines and dropped pavements) our freedom to come and go as we please is very seriously compromised. If anything, the situation has got even worse over the past year or so. We need CPZ as soon as possible and we look to you to manage this for us.

**Ethelbert Road** (12263559) – I understand that Ethelbert Road will soon have Residents' Parking space. I am concerned to hear that your plans include replacing the white lines in front of the dropped down kerbs outside our property with double-yellow lines. This would badly affect our situation and make life very difficult, as my mother who has lived here for over 40 years, is seriously ill and bedridden. This means that we have two nurses visiting her three times a day, two carers who come to assist her, as well as frequent visits from our GP and other healthcare professionals. We also have frequent deliveries of medical supplies. There are no specific fixed times and they come and go all day. Additionally the rest of my family who do not live here, need to be able to visit at short notice. We are only able to cope with this activity and stress knowing that at least we have parking available outside the house. If you take this space away we shall have to double-park at times especially in an emergency. I am concerned that this will cause road congestion in Ethelbert Road. I ask you please to seriously reconsider replacing the white lines outside number 37 and 35 Ethelbert Road - we will not cope otherwise.

**Albert Grove** (12264255) – As residents within the above proposed CPZ area. We have found that over the last few years parking has become increasingly more difficult and now that Midmoor Road and Toynbee Road have Controlled Parking the situation has become completely impossible. We would like to confirm our previous decision that we definitely agree to the CPZ for the hours of 8.30-18.30, as this is the only way that residents are going to be able to park.

**Ethelbert Road** (12263665) – To confirm that we are in favour of the proposed changes to parking in our road although we have a few comments. Since the consultation process, parking has become increasingly difficult in our road (apparently due to changes to parking restrictions in the surrounding roads including Toynbee Road), to the point that many residents have resorted to 'blocking' spaces outside their properties with cones, recycling boxes etc. which only increases the difficulty of parking! The Sorting office workers are still parking in their masses which if they didn't would mean there were significantly more spaces.

**Southdown Road** (12263339) – regarding the original consultation document, I was one of those who did not return it. We were on holiday when it arrived. When I read it, my opinion was that a CPZ would make no difference to parking problems in Southdown Road [ I live at 21 ] Reasons for this; 1; Despite being Band F for council tax, none of these houses has off street parking or any space to make any. 2; The households often own more than one car. 3 ; Several of the houses have been converted into two or some into three flats. 4; Residents of Lower Downs and Delamere Road use Southdown Rd to park as they have even less space. This means that there are more cars owned by residents than parking spaces to accommodate them. Even at weekends there can be problems parking in Southdown Road. L now feel that the CPZ is inevitable. Maybe a sensible solution would be to implement the CPZ, hours as you suggest, with charges greatly increased for second and subsequent cars. This charge has to be large enough to act as a deterrent , also a complete ban on trade vans being parked out of working hours.

**The Downs** (12263334) – We are in favour of a CPZ in The Downs from 8.30am – 6.30pm. 10.am – 4pm would be acceptable if the alternative were to be no control at all.

**The Downs** (12263011) – Regarding the CPZ proposal reference ES/SGE/ZONE W7. I support the proposal and have some adjustments to suggest. 1. Could the crossovers have longer white lines on the road as it is very difficult and dangerous emerging from the residences (eg Marian Lodge) when your view is blocked by parked traffic. A meter or so extension at each end of the line would help enormously

and greatly increase road safety. 2. Would it be possible to have some Pay and Display shared bays at the top end of The Downs to permit temporary visitors and delivery vans to park?

**Ethelbert Road** (12263011) – I am writing with reference to the proposed parking restrictions on Ethelbert Road to make the road residents and their visitors only via a system of permit parking. We are very strongly in support of this proposal and the changes cannot come soon enough. Since the extension of parking restrictions to nearby Toynbee Road, Midmoor and Pentney, parking in our road during daytimes Monday to Friday has become an absolute nightmare to the extent we often cannot use our car as we cannot park anywhere nearby to our house when we return. I have a small baby and not being able to park anywhere near my home to unload him and shopping makes life very difficult. We pay council tax that reflects our location however often cannot park on our street for the large numbers of commuters who now park on our road. You will be able to observe this very easily on any week day and see the commuters who arrive, park and leave not to return and remove their cars until the end of the working day. This robs residents of these parking spaces including people like ourselves with small children and the many elderly residents of the area who need to be able to use their cars during the day. I would strongly urge the council to support the introduction of parking restrictions on Ethelbert Road.

**Southdown Road** (12262780) – We, living at \*\* Southdown Road are in favour of parking controls. We own one car and have 3 children, it has been increasingly difficult to find a space near our house to park so look forward to controlled parking.

**Ethelbert Road** (12262774) – We have seen the yellow notices on the lamp-posts and am writing to say that we fully and urgently support this proposal. The parking situation Monday to Friday in our road is now beyond farcical and becoming nightmarish. On Friday last a resident of Ethelbert road had no-where to park and in exasperation parked on the double yellow lines bordering Albert grove. Someone in Albert grove reported the vehicle and he got a ticket. Had that car been a commuter no sympathy would be forthcoming – but the resident has just moved into Ethelbert road! No prizes for guessing who filled Ethelbert road while he was away! In Southdown road where we live our neighbours are now having to park further away than the quadrant as when they return to their homes there is absolutely no-where to park. Residents in Pentney road are parking their cars at the end of Southdown road in order to avoid paying the parking fee. Residents in Toynbee road are doing the same – we are being squeezed in all directions through no fault of our own. Add that to the mums who park to take children to the schools on the other side of Worple road and commuters and we are just about beyond jammed solid. We urge the council to grant residents only parking according to the proposed plan soon as possible.

**The Downs** (12262771) – I have recently received documentation relating to above. I note that on The Downs there are no Permit Holder Bays, on Crescent Road there are just a few compared to those for Pay & Display with unlimited maximum stay. At a recent Raynes Park Community Forum the issue of Permits for the schools in this Zone was raised and it was mentioned they were likely to make a bid. The majority opinion of those at the meeting was that Resident Permits should be for residents. There are three schools in this Zone, whilst they provide a service to Merton Education, the staff who work in schools are site based and no more exceptional in their parking requirements than anyone else who uses their car for travel. We all have to take our chances. School employees, together with commuters who use the Raynes Park transport hub, or nearby bus stops, are contributors to the current problem. As the P&D bays in Crescent Road are for unlimited maximum stay might I assume that these are for commuters? Could you also advise me whether or not these are also intended to meet the needs of school staff. Having taken part in the informal consultation carried out in June, I confirm I am for the proposals. However I wish to register an objection to any consideration being given to providing residents permits to schools or any other registered businesses.

**Southdown Road** (12262769) – Dear Sir/Madam, I am glad that things are still progressing with regards to the CPZ for Southdown Road. I cannot emphasize enough our urgent need for controlled parking. At present our lives are a misery because we are unable to use our cars, for any length of time and for whatever reason, as we cannot then re-park them in our road or any of the surrounding roads for the rest of the day! Commuters are constantly circling the surrounding roads waiting for a resident to leave on a school run, shopping trip or general errand that necessitates the use of the car, all of which particularly impacts on elderly or infirm residents and those with young families. I look forward to a positive vote for the CPZ in January to resolve this frustrating and stressful situation.

**The Downs** (12262340) – Whilst I am in favour of the proposed CPZ and double yellow lines to be implemented in Lansdowne Road, I feel that it would be essential that permits are only issued to residents. My fear is that at present there is not enough space to accommodate the residents needs and if business users and especially school staff and/or pupils are able to obtain permits, then there will be no space for any resident or visitor as they will be competing for what will be half the current spaces. At present, the majority of parked vehicles belong to pupils and staff of local schools, the main 'culprit' being

Kings College. I believe Lansdowne road does not have a commuter problem per se, but suffers as a result of the proximity of local schools, (particularly Kings College)
<b>Ethelbert Road</b> (12264012) – I am very pleased that you are giving our request for C.P. serious consideration, I am 83 years old and find it difficult when I cannot park outside my house. I feel that Mon-Fri, 10am-4pm would meet our needs and nothing more is necessary.
<b>Albert Grove</b> (12264261) – Completely in favour of this CPZ as it is impossible for residents to park near their houses. Also on the plans there is a disabled parking bay marked down, I am sure that this is no longer needed as the gentleman who used it passed away about a year ago unfortunately.
<b>Ethelbert Road</b> (12264014) – We have received a letter regarding the W7 CPZ Consultation asking for our views to be sent to the London Borough of Merton. Parking has become a major issue in Ethelbert Road and the surrounding streets over the past two years but has become noticeably worse since the CPZ was introduced into Toynbee Road. It is now almost impossible to find a parking space in Ethelbert Road during the week and often have to search in Southdown Road and Delamere Road. The situation is noticeably different at the weekend when the street is half empty. The parking issue has reached the point that my wife does not want to take the car to go out during the week for fear of not being able to park anywhere the house when she returns. This doesn't seem right at all. With respect to the hours of operation we are strongly in favour of 8.30pm to 6.30pm.
<b>Albert Grove</b> (12264013) – Over the last few months, we have taken part in or heard about many conversations between local residents in our road (Albert Grove) on the growing parking problems in our neighbourhood. Slowly we have watched as a consensus emerged that the introduction of a new Controlled Parking Zone in our area is desirable and, indeed, inevitable in the light of the number of commuters who are now – squeezed by other CPZs – leaving their cars in our streets. Albert Grove had the highest participation rate in the informal consultation exercise (almost 80 per cent of households) and the majority in favour of a CPZ was also almost 80 per cent. We ourselves, having initially opposed the introduction of a CPZ, have finally come round to the view that it has become necessary. The purpose of this email, therefore, is to support the proposals that emerged out of the informal consultation exercise carried out last summer for a new CPZ (zone W7) operational from Monday to Friday between 8.30am and 6.30pm. I would also, however, like to point out a very specific problem in relation to Albert Grove. The map included with the information on the result of the informal consultation exercise was wrong in one respect and omitted to address one other problem. The error arises from the fact that the map shows to the north of 2a Albert Grove a crossover. At the moment, this is just waste land. It has no dropped kerb. The specific problem is that, at the moment, there are white lines in front of 2 and 4 Albert Grove which, with the introduction of a CPZ, would become yellow lines. The white lines are currently in front of garages that are small and never used. To increase the parking available to local residents (including those living at 2 and 4 Albert Grove), it would be desirable – with the consent of the residents concerned – if the white lines concerned are eliminated and two parking spaces created instead.
<b>The Downs</b> (12263573) – Hello. I want to add my voice to the proposed changes in parking in the Downs area. I am very much in favour of the proposed changes.
<b>The Downs</b> (12263927) – I wish to support your proposed controlled parking zone at The Downs Wimbledon. The Downs is used as a convenient place for commuters to park when they take the 200 bus to Wimbledon station, and, as a result, parking places are at a premium from early morning. It is also used for day time parking for teachers at the various schools in the area and parents dropping off and collecting children. There are also a number of vehicles which are parked on a long term basis and are seldom moved. All of this adds to the congestion on the road and makes it difficult for visitors to properties on The Downs to find a parking space. I would therefore support you plans for a CPZ on The Downs.
<b>Southdown Road</b> (12263920) – I am a resident of Southdown Road, just off Lower Downs Road and feel I must write to emphasize the importance of the CPZ proposal going through. I have been at this address for around 5 years and in that time have seen the parking problems getting worse and worse; at times in the day I have had to park several streets away from my home making unloading difficult and I feel that this must be due to the area being treated as a free car park. Previously I lived in Merton Park and saw the area transformed after the CPZ was introduced returning it to the residential area it should be. I would agree to either 10am-4pm or 8.30am-6.30pm restrictions. I urge you to remember that the consultation was in favour of introducing the CPZ and most people who have responded will feel that they have registered their opinion and not comment further so I hope that objections to the scheme now arising will not outweigh the consultation result.
<b>Ethelbert Road</b> (12263767) – I write in relation to the proposed CPZ in The Downs (w7 zone) area. I live with my family on Ethelbert Road, at the heart of the proposed CPZ. My family and I are wholeheartedly

in favour of the proposed controls, as the parking situation on Ethelbert Road is now dire. We moved to Ethelbert Road in 2006 and at that time there was never a difficulty in parking on the road during the day. However, parking controls being introduced in other areas have obviously displaced traffic and the parking situation has got steadily worse. Although I do not expect to be able to park outside my house, I do not think it unreasonable to expect to be able to park on the road (which is a decent sized residential street). I have two children under the age of 4 and if I have to park a street away when returning home this is very inconvenient for me, particularly as one of my children is not yet walking. It is particularly noticeable that there are significant numbers of people who park up on the road for the day, particularly teachers and parents dropping off their children at the private schools on The Downs. The parents either leave their cars for the whole day or part of the day. Teachers park up for the whole day. There have also been occasions when coming home I have got off the bus on Worple Road at the same time as someone who has then walked to Ethelbert Road, collected their car and driven off. I wonder what those people would feel about someone commuting to work and parking outside their house in order to do so. I am aware that the teachers in the private schools on The Downs have been vocal in their objection to the introduction of a CPZ in this area. I feel strongly that the teachers do not need special treatment in relation to parking. The teachers who I see parking near my house do not have heavy bags with them. The Downs is in an area with excellent public transport infrastructure, with Wimbledon Station, Raynes Park, and Wimbledon Chase all about 10 minutes walk away. There are bus links at the top and bottom of The Downs (Ridgway and Worple Road). Teachers parking in the area has, I feel, had a significant effect on the parking situation, and therefore if teachers' permits are granted this will not assist residents being able to park in the vicinity of their own homes. Teachers do not work unsociable hours, no shifts nor night work. If teachers' permits are allowed then permits should be granted to people who would really need them – hospital workers, care home workers, cleaners etc. To grant teachers' permits sets a very difficult precedent for the Council as there are many groups who might argue they are deserving of special treatment. I also understand that some residents outside the proposed zone and in non controlled areas are objecting. This is quite clearly because they do not wish parking to be displaced onto their roads. However, it is not a valid objection to the introduction of a CPZ to state that the number of roads without restrictions are dwindling. If this were to be a reason for not introducing controls then the Council would need to review the zones across all of Merton, to ensure that there was fairness for all residents, not some residents with controls and others without despite wanting them. Therefore, I, like most of my neighbours would urge the Council to introduce controls, and as soon as possible. Even though this means paying for a permit (and visitors' permits) I feel that it is a price worth paying in order for this impossible situation to improve.

**Southdown Drive (12263686)** – As a house owner in Southdown Drive, I would just like to reiterate my previous endorsements to the proposed changes in parking to Crescent Road and Southdown Drive. I am very unclear as to why more residents in Crescent Road have said that there is no problem with parking in the road than there are. There have been many issues in the road since we moved there all to do with the school entrance being located in a cul de sac with parents parking in inconsiderate locations. At times this has led to the top end of Southdown Drive becoming inaccessible, leading to accidents and much verbal abuse which could all be alleviated by changes to parking conditions. On rare occasions this used to be managed by volunteer police, but presumably due to cutbacks they have not been available. Many of the residents on Crescent Road have private drives and therefore if the protest is against paying for residents' permits then this should not be a problem. I am fully in favour of a CPZ from Mon-Fri 8.30am-6.30pm. At the very least, the council should consider double yellow lines at the bottom end of Crescent Road onto Worple Road as many car owners ignore the single yellow line at this point and park here making it extremely difficult to get in and out of the road as it narrows at this point. I would also like to support changes to the parking in Landsdowne Road as a parent with a young child who has had to use this route to get to school. The current situation is very dangerous as there is no pavement to walk on as cars are illegally parked on both sides of the pavement forcing pedestrians to walk down the middle of the road. I look forward to hearing the results of the consultation.

**Southdown Road (12263670)** – We have seen the yellow notices on the lamp-posts and am writing to say that we fully and urgently support this proposal. The parking situation Monday to Friday in our road is now beyond farcical and becoming nightmarish. On Friday last a resident of Ethelbert road had nowhere to park and in exasperation parked on the double yellow lines bordering Albert grove. Someone in Albert grove reported the vehicle and he got a ticket. Had that car been a commuter no sympathy would be forthcoming – but the resident has just moved into Ethelbert road! No prizes for guessing who filled Ethelbert road while he was away! In Southdown road where we live our neighbours are now having to park further away than the quadrant as when they return to their homes there is absolutely nowhere to park. Residents in Pentney road are parking their cars at the end of Southdown road in order to avoid paying the parking fee. Residents in Toynbee road are doing the same – we are being squeezed in all directions through no fault of our own. Add that to the mums who park to take children to the schools on

the other side of Worple road and commuters and we are just about beyond jammed solid. We urge the council to grant residents only parking according to the proposed plan soon as possible.

**Albert Grove** (12263540) – I hope you well. I understand that you are currently making a consultation on the proposed CPZ on Albert Grove. As a local resident of Albert Grove I would like to express my total support of this CPZ as the parking situation is causing a lot of upset amongst the residents and the total lack of regard by the daily race of commuters trying to get a free park which has frequently damaged residents vehicles in the process is really now beyond a joke. I will very happily pay for a parking permit in addition to our counsel tax if it means that I can park somewhere near my house as currently if I attempt to use my car during the week I end up having to park streets away as the non-resident non-counsel tax paying parkers have taken all the spaces. Generally speaking I would try and use public transport in any event, however as a pregnant lady there are some items of shopping etc which I am unable to carry on the bus or train so I need to use my car. We have also noticed that residents in neighbouring streets who now have a CPZ have started using our road to park their cars – obviously to avoid having to buy a parking permit. This has just exaggerated the problem in our road, and I have previously expressed that I would be prepared to buy a permit for their road if I could park there as it would at least be in the next street to my house but have been told this is not an option. Thanks again for your time making this consultation, I am truly hoping that the outcome is at least an extension of the CPZ to include Albert Grove. All the best.

**Southdown Road** (12265326) – I would like to know if there is a formal consultation form - if not necessary then don't send. I support the scheme fully implemented. Can you say expected timetable you are working to have operational?

**Albert Grove** (12263534) – I write with regard to the current W7 CPZ consultation. I have been a resident of Albert Grove for the last 41 years (my parents having moved to the area when I was a child). Over recent years the parking within our area has worsened and has now reached an intolerable level (recently worsening due to the introduction of CPZ W6 in the adjacent streets of Midmoor Road/Pentney Road). The Royal Mail employees arrive anytime from 5.30am. They are followed by commuters parking on the double-yellow lines waiting for spaces to become available – much to the frustration of departing residents – (many of these commuter vehicles do not move until 7 or 8pm). We also have multiple vehicles arriving whereby two cars will be parked for the day and the occupants will then leave in a third car. If I happen to take a day's annual leave during the week, I cannot use my car as I am then unable to park when I return. I have, in the past, had to park as far away as Arterberry Road when returning from work as that was the closest available space. I would please urge that the current W7 CPZ be allowed to proceed as it really would make a difference to the residents of this area.

**Albert Grove** (12263503) – I write in support of the introduction of a CPZ in Albert Grove between the hours of 8:30am-6:30pm. I hope you have received our completed forms in support of the CPZ. If not please let me know. Parking during the week is a problem in Albert Grove where we live and Ethelbert Road, (we live on the corner of the 2 roads). Residents in these streets are mainly elderly or families with small children. I have spoken to my neighbours and others in the streets and have not heard anyone oppose the imposition of parking restrictions in fact everyone appears to welcome the proposals. From personal experience finding a parking space near the house is increasingly difficult on week days. Often I or my wife have to park in excess of 100 metres away from our home and carry the shopping and our 2 young children to the house normally having to cross Lower Downs Road in the process. We have a garage with a dropped kerb with a white line which we paid the council to paint. Even so, cars park in front of our garage. Our elderly neighbour struggles to have a parking place near his house. He puts out cones to ensure he keeps a space near his home and other people place recycling bins and the like in the road. I disagree the hours of 10-4 would address the problem and support the majority request for the longer hours. The problem with parking only exists during the working week and it is clear that commuters use this street to park. We and our young children are also often woken up at 5/5.30 am by cars parking outside our house and drivers showing no respect for the fact that this is a residential street. Additionally one of the main causes of congestion in these roads is cars parking to do the school drop off or collect and 10am-4pm would not solve this problem. Such is the congestion already that one particular 4x4 parks on the junction between Albert and Ethelbert Road each morning on the double yellow lines.

**The Downs** (12263371) – Thank you very much for your letter of 17<sup>th</sup> November regarding the above. We are very pleased to participate in the consultation and give our comments. Just to say that, as residents of one of the roads which will be affected by these changes, we DO agree with your proposals in installing a controlled parking zone. We are in favour of the hours of operation proposed by the council officers, Mon-Fri, 8:30am-6:30pm. We are very pleased that the council is taking these measures (eventually), as most of the roads in our area (Edge Hill, Worple Avenue, Clifton Road..) have already

these reinforcements, making our road (The Downs) a congested place to live every year, due to increase build of new flat developments (another one just coming!), the ever-increasing traffic of THREE SCHOOLS (which other road in Merton accommodates three schools on the same road?), plus the extra intake of the neighbouring parking cars diverted from those roads! We have been very patient all these years with the traffic just at our door, with parents/staffs squeeze parking their cars so close to our drive (we had a marked line painted through the council but no much use) making access difficult, the ice-cream van who feels entitled to block our drive, builder companies who live their vans parked for the weekend and various non-residents who just abuse parking their cars during their entire holiday! And not to mention the commuters..! We understand that our road is a public place but we just don't agree when users abuse and do not respect the people who live there. It seems that we have to keep ourselves off the road, and let the others run the road. Without any law reinforcement there will not be justice and order. Thank you again for letting us expose our views, and we hope that Merton can work out the best solutions for the community.

**Ethelbert Road (12263342)** – As a returning resident to Merton I am keen to support the CPZ which is desperately needed – ideally 08.30 – 18.30. There is also a case to include Saturdays as many car owners use the area as a park and ride into Wimbledon and Kingston.

**Ethelbert Road (12263006)** – I am writing with reference to the proposed parking restrictions on Ethelbert Road to make the road residents and their visitors only via a system of permit parking. We are very strongly in support of this proposal and the changes cannot come soon enough. Since the extension of parking restrictions to nearby Toynbee Road, Midmoor and Pentney, parking in our road during daytimes Monday to Friday has become an absolute nightmare to the extent we often cannot use our car as we cannot park anywhere nearby to our house when we return. I have a small baby and not being able to park anywhere near my home to unload him and shopping makes life very difficult. We pay council tax that reflects our location however often cannot park on our street for the large numbers of commuters who now park on our road. You will be able to observe this very easily on any week day and see the commuters who arrive, park and leave not to return and remove their cars until the end of the working day. This robs residents of these parking spaces including people like ourselves with small children and the many elderly residents of the area who need to be able to use their cars during the day. I would strongly urge the council to support the introduction of parking restrictions on Ethelbert Road.

**Ethelbert Road (12262776)** – Thank you for your circular letter dated 3<sup>rd</sup> November, 2011 with enclosures, which we have already acknowledged in a letter to you of the 11<sup>th</sup> November. We are in complete agreement with all your recommendations to implement parking restrictions in our road i.e. 46 Ethelbert Road SW20 8QE. This agreement also confirms to you our having voted for this implementation in your recent consultation. Very much looking forward to your implementing controlled parking in our area, and as previously set out in letters to your offices, we are finding being able to park near our home intolerable because of mostly all day parking by those evading parking charges.

**Southdown Road (12262636)** – I am delighted with the proposal to introduce Controlled Parking in our streets and fully support the scheme. Parking has now become impossible during the daytime and has been compounded by the residents of Toynbee Road who now use us as a car park.

## Comments received

**Crescent Road (12262778)** – My main objection is that this proposal still doesn't address the only traffic issue we have in Crescent Road, that is that during term times, the road becomes impassable at the start of the school day (between 7.45am and 8.30am). This results in cars queuing to turn into Crescent Road from Worple Road and lots of raised blood pressure as drivers attempt to squeeze past each other. At the same time, the school students are crowding the pavements and overspilling on to the road. Probably the only effective solution would be to double yellow one side of the road and to provide adequate surveillance.

### Officers comments

The proposed measures will help alleviate the existing problems and the appropriate enforcement will take place.

**Cumberland Close (12264596)** – I am writing with regards to the proposed introduction of CPZs in The Downs Area. As a resident of Cumberland Close, I am very concerned at the Council's decision to include our Close in the CPZ, despite heavy objection. I wholly understand that if Lansdowne Road were to have a CPZ and Cumberland Close did not, then the people without permits will look to park in Cumberland Close and therefore create problems for Cumberland Close residents wishing to park near their houses. Therefore I am not against the introduction of a CPZ in Cumberland Close, but what I do object to is

being included in the Lansdowne Road CPZ. The only way a CPZ can be beneficial for residents is if Cumberland Close has its own Zone number (ie, only residents and visitors of Cumberland Close can park there). The reasons this would work well are as follows: -- We would not have to fight for spaces with those Lansdowne Road residents who cannot find a space to park on Lansdowne Road; -- There would be less traffic coming in and out of our Close, as people with Lansdowne Rd permits will soon realise they cannot park in the Close; -- The residents of Cumberland Close will be able to park near their houses, and not have to find somewhere along Lansdowne Rd. Out of the eight houses in Cumberland Close, five have residents with young children (including myself). We are coming and going during the day, and at the moment it is very easy to come back to the Close at any time of the day and find a space to park. If we were to have a CPZ that was in the same zone as Lansdowne Rd, I am very concerned that those people who reside in the flats on Lansdowne Road who own cars, but commute into Central London on a daily basis, will find a space to park in Cumberland Close and leave their car there for hours, if not days, on end, leaving residents of Cumberland Close with no alternative but to find parking elsewhere. With young children, this is not acceptable, as carrying shopping from the car, along with a child in a car seat, a dog on a lead, etc. would be impossible if we were parked on another road. Another issue that concerns our children is that if we were to have the same zone number as Lansdowne Rd, there would be an increase in traffic in the Close due to people driving in and out looking for a space. There are a number of small children in the Close who play outside their houses and often run between the gardens and houses. At the moment, the amount of traffic that comes down the Close is minimal, and therefore not a danger to the children. Plus, the majority of those driving into the Close are residents themselves and so tend to drive carefully. We do not want our Close to become a glorified car park, with cars coming and going on a daily (and nightly) basis. The reason we chose to live in a Close is for the very reason that it is not a through-road, and therefore has minimal traffic. I hope that I have given a strong enough argument for allowing Cumberland Close to have its own zone number. I believe it would not cost the council any more to do this, and should also be as easy to implement and manage as it would if we were included in the Lansdowne Rd zone. It would mean that the residents of Cumberland Close could remain satisfied with the parking situation, and an added benefit would be that we would not have to worry about employees and visitors of the nursing home taking our spaces (which they often do). I have spoken to a number of the Close residents and they agree with my proposal. I would appreciate it if you could take on board everything I have said and seriously consider this proposal.

#### **Officers comments**

All concerns are appreciated, however, CPZ's work better on an area wide basis, providing access to a larger area. With Cumberland Close in its own zone residents and visitors will not have access to neighbouring roads in the event that all the available bays are occupied within this road. Officers believe once the commuters are removed from the area, the parking situation will improve.

**Delamere Road** (12263928) – We are writing regarding the proposed Controlled Parking Zone in Zone W7 (the Downs Area). We live on Delamere Road, one of the roads that has so far been against the parking controls. Ideally we would be against the parking controls as well. They are an additional cost, lead to inconvenience and administrative burden for occasional guests and generally contribute to the creeping over-regulation that seems to be a permanent fixture of British life. In the circumstances, however, we believe if a CPZ goes forward for the rest of W7 Delamere Road should not be exempted. Delamere Road is a short road and perhaps does not present many spaces for occupation by non-residents. Nevertheless, any opportunity to park where parking controls are not in effect will certainly be seized upon. It is easy to imagine that there may be no spaces on Delamere Road if it is not part of a CPZ, as it is frequently the case now without parking controls. The residents' current practice in such circumstances is typically to park around the corner on Ethelbert Road. Were Delamere Road not to be within the CPZ its residents would face the unwelcome prospect of being unable to park anywhere near their own homes. In fact, where they would park would be an excellent question, given that all other roads would be unavailable to them for much of the day. This would be unacceptable for the many residents who commute into the centre of London and thus leave their cars outside their homes during the day when the CPZ would be in force. If Delamere Road was not to be included within the CPZ, its residents would need to be given license to park freely in the CPZ to ensure they were not disadvantaged by the introduction of the CPZ and the easily foreseeable spillover effects of short-term visitors crowding into Delamere Road. In our view the choices must be between such a licence and inclusion within the CPZ. Leaving Delamere Road to absorb all short-term parking in the area would cause undeserved and unnecessary disruption to its residents as well as imposing on them a burden the street is too short to bear. Thank you for your consideration of our comments.

**Southdown Road** (12263461) – We wish to raise our concerns that the hours of operation to be formally consulted on are not the most appropriate for the street on which we live. Although the 8.30am-6.30pm hours suggested will result in fewer non-residents using the street for parking, these same hours could, in



our opinion, cause greater inconvenience for residents and their genuine visitors. The majority of 'nuisance' parking is by commuters who park for the entire day. The hours of 8.30-6.30 are far more extensive than required to prevent this sort of all-day parking; in our opinion 10am-4pm would be sufficient, perhaps even the one hour on the middle of the day would be enough. These latter schemes would prevent those wishing to use our street for free parking, whilst still allowing residents some flexibility in having visitors or needing for a brief period to park a car they wouldn't usually be driving (for example, my husband has on occasion to bring home a car from work in order to have it here for early the next morning). We hope these concerns can be taken into consideration.

#### **Officers comments**

The informal consultation results showed majority support for the 8.30am-6.30pm hours of operation. Any change to these times will have to be investigated upon review of the zone if approved and implemented.

**Ethelbert Road (12263344)** – We have lived in Ethelbert Road, SW20 8QE since 1972. Never had a problem in parking until the last couple of years. Which is when Merton introduced parking zones all around us. We are now the last free parking between Wimbledon Station and Raynes Park Station. Yes we are in favour of a controlled parking zone monday to friday 10am - 4pm. this situation has only arisen because of merton council charging so much for parking in the towncentre. its just another way of collecting money from the residents of merton. We cannot go out during the morning and early afternoon with our cars, we would never get parked close to our homes when we returned.

#### **Officers comments**

The informal consultation results showed majority support for the 8.30am-6.30pm hours of operation. Any change to these times will have to be investigated upon review of the zone and re-consulted.

### **Representations – Against within CPZ boundary**

**Delamere Road (12262185)** – After receiving your letter dated 3rd November i wish to formally object to the proposed introduction of a CPZ in Delamere Road. My objection is based on the following:-

1. Low response rate of resident consultation. With less than a third responding to the consultation suggests the vast majority are not experiencing a significant parking problem, and would be satisfied with the status quo.
2. Marginal result in favour. Despite your interpretation that a majority of those are in support of a CPZ, the majority are in fact not in favour (47.3% vs 52.7% that were either against or unsure) Together with point 1., the results show only 15.5% of those polled expressed a wish for a CPZ.
3. Overwhelming vote against in Delamere Road. Not withstanding the validity of such interpretation explained in points 1 and 2, the respondents of Delamere road voted 18 to 3 against a CPZ. In fact in 6 of the roads polled the result was against a CPZ.
4. Cost of scheme. The cost of maintaining the scheme will be met by car owners of residents who, in the main, did not want the scheme in the first place.
5. Resident inconvenience. The inconvenience of:- i. applying and renewing for permits ii. transferring permits when a new vehicle is acquired, and the interim arrangements that have to be made whilst paperwork is processed iii. Visitors and workmen and the administration required for someone to visit your property all these factors by far outweigh any inconvenience i have experienced as a result of my street not being a CPZ In general I can only conclude that the council have alternative motives for wanting to implement an CPZ. As was the case the last time the council asked (3 years ago) the residents of Delamere Road do not want it.

#### **Officer's comments**

The Council can only make the appropriate recommendation and decision based on the results of the consultation as returned by residents / businesses in the area. Residents of Delamere Road were against the controls but were offered the opportunity to become part of the controls at the formal stage as they would be adversely affected by parking displacement. Since the Council would not be able to revisit the area again in a prompt fashion it is considered that in the absence of strong and majority objections from the residents that they are included within the proposed zone. This will address the current and inevitable parking difficulties.

**Delamere Road (12264764)** – I am writing to express my objections to the introduction of a controlled parking zone in Delamere Road. My points are as follows: The majority of residents 85.7% voted against the CPZ in Delamere Road. You have stated "as a rule the council refrains from imposing a CPZ in roads where a majority or residents have opted against a CPZ". The argument for introducing a CPZ to stop a parking spillover effect is a bogus one, as the logical extrapolation of this would be all of Great Britain being affected. If spillover is an issue, the council should only offer a CPZ at residents request and not for the sake of expediency. Your process is flawed; despite a clear majority against the scheme, you still

expect the CPZ implementation to only be overturned if you hear of further written or e-mailed responses against it. I feel that if you insist on overlooking local opinion, and on implementing changes based on poor processes, than you will face a legal challenge to the validity of this scheme.

### **Officer's comments**

The Council can only make the appropriate recommendation and decision based on the results of the consultation as returned by residents / businesses in the area. Residents of Delamere Road were against the controls but were offered the opportunity to become part of the controls at the formal stage as they would be adversely affected by parking displacement. Since the Council would not be able to revisit the area again in a prompt fashion it is considered that in the absence of strong and majority objections from the residents that they are included within the proposed zone. This will address the current and inevitable parking difficulties.

**The Downs** (12264293) – We refer to the document with the above title with issue date 3 November 2011 which we have received. It appears that, following the informal consultation carried out in June this year, the Cabinet Member has agreed to proceed to statutory consultation to introduce the W7 CPZ to include The Downs and ten other roads, operational on Mondays to Fridays between 8.30 and 6.30pm. We responded to the informal consultation on 12 June 2011. The tick box form, with tree lines for additional comments, was insufficient to enable us to set out our views adequately, and so we set out them Out in an accompanying letter, a copy of which we enclosed of the current formal consultation your document says that the Council Is required to give weight to the nature and content of representations and not necessarily their quantity, We continue to object strongly to he proposed CPZ for the reasons set out in our earlier letter, which we would again ask you to take into account. We would also make the following points arising out of your document and the Items enclosed with it.

1. The overall response rate at the Informal consultation was remarkably low at 32.8%,
2. The overall percentage in favour of a CPZ was only 47.3% with 45.6% against and 7.1% undecided. A majority of 52.7% was either against or undecided.
3. Those in favour therefore represent a minority of 47.3% of those who responded and only 15.6% of those who were consulted.

4. Even in The Downs while 62.4% of respondents felt that there was a parking problem, only 52.5% of respondents and 17.1% of those consulted were In favour of a CPZ.

This level of response Indicates that there is no strong case for a CPZ. In order to justify the time, trouble, expense and inconvenience of Implementing and enforcing a CPZ, a much higher response rate and a much higher percentage of votes in Favour, would be required.

6. The suspicion must remain as in the case of the recent moves by Westminster Council to extend evening parking restrictions in the West End That the real motive for the Councils enthusiasm to impose a P2 is the long term revenue raising potential - notwithstanding the lip service paid that is paid to the fact that legally this would be an invalid consideration to take into account.

7. The Council's excessive zeal in seeking to promote CPZs Is illustrated by the recent rejection by local residents of plans to extend CPZs in Raynes Park.

8. The Council's document does not address the question of whether it will be possible as it now is and should still be in the event that a CPZ were imposed for a car or van such as an Ocado van delivering essential foodstuffs to park by a houses crossover, with the permission of the owner of the house, without contravening parking restrictions.

9. Nor does the document address the important question position of teachers and others employed in the three schools in the Downs, which is raised in paragraph 9 of our letter of 12 June. In these difficult times economically, the Council should be looking for ways to make things easier rather than more difficult for local employers and their employees.

10. It's not clear From the map accompanying the Councils document whether provision will be made for the continuation of the extremely successful drop-off and pick-up zone that has been such a success at the Ursuline Prep School. This should definitely be allowed to continue and should be supported.

11. It would seem from the map that no pay and display facilities at all are contemplated for the top half of The Downs which is the half with the densest residential use, thus making it extremely difficult and inconvenient for visitors to the many houses and flats there.

12. We suspect that the imposition of a CPZ would result in large numbers of vacant and under-utilised residents only bays throughout the working day, as has been the case following the Introduction of CPZs In other areas. This would be an inefficient use of parking resources to the detriment of those who currently use them, The Cabinet Member and the Advisory Committee may comfort themselves by thinking that their initiatives are designed to improve Merton, for local residents. However our experience in Merton and elsewhere continues to lead us to fear that the sort of rules that would accompany a CPZ would be extremely complex as is clear from the consultation document, that they would be badly explained by the accompanying signage, that they would be zealously and insensitively enforced by perversely incentivised contractors, and that applicants would be considered unsympathetically. Parking

activity that is currently free and lawful for my family, our visitors and delivery people would become inconvenient, costly and in the event of misunderstanding or innocent oversight unlawful and punishable by disproportionate fines imposed and enforced impersonally and without flexibility or leniency. We continue to believe that the case for a CPZ has not been made out and that the disadvantages of imposing one are too great to go ahead in any event.

#### **Officer's comments**

The Council can only make the appropriate recommendation and decision based on the results of the consultation as returned by residents / businesses in the area. 32.8% response rate is considered very reasonable for this type of consultation. CPZ's are considered as a direct request made by residents in the area who often experience parking difficulties. The Council consult a larger area on parking controls in order to notify those residents who could be affected by parking displacement and to allow them the opportunity to be included. Delivery vans are able to load/unload goods on single yellow and double yellow lines and parking bays for up to 20 minutes (even longer if required). Teachers are classed as commuters, which commute to their place of work; however, special consideration has been made in the way of teachers' permits. Officers will investigate the spare parking capacity in the controlled roads and allow a percentage to be made available for teachers to purchase permits. The drop off point used at the Ursuline Prep school has now been made legal. The Council will only introduce such measure to help schools if they have an active school travel plan.

**Ethelbert Road (12264138)** – I am a resident of Ethelbert Road and I am very unhappy that your Cabinet Member agreed to proceed to statutory consultation to introduce a controlled parking zone W7 CPZ on my road and surrounding area. I would like to formally register my opposition to these proposals. Ethelbert Road is not a road with high traffic usage and there is not an unmanageable problem which merits the introduction of a controlled zone which will ultimately result in additional charges for both residents and visitors to the area. Parking certainly does not need to be controlled from 8.30-6.30pm. This is excessive!! It is a time of extreme austerity for the 'squeezed middle' as it is for local authorities. You must understand that I, like many residents on this road, cannot afford any additional monthly outgoings. It is not clear anywhere in your proposals if there will be any additional charges for residents to support Merton Council to implement these parking controls. I assume that as nothing in life is free, that you intend to charge residents - can you please advise on the tariffs to police this scheme. Are there variable charges depending on the number of hours per day the controlled parking zone is effective? I have lived here for 6 years, own a vehicle and I have rarely had a parking problem. Please re-think this and desist from introducing controlled parking in these hard times.

#### **Officer's comments**

The majority preferred option for the controlled hours was 8.30am-6.30pm, Mon-Fri. The introduction of a Controlled Parking Scheme involves various set up costs for implementation e.g. road markings, signs, and pay and display machines, advertising the TMOs along with the cost of enforcing and maintaining the zone. Guidance for Controlled parking schemes recommends that they should be at least self-funding. Charging residents, visitors and businesses to park in return for a permit can fund this cost. As per the legislation any "surplus" revenue generated must be used in accordance with section 55 of the Road Traffic Regulation Act 1984.

**The Downs (12264289)** – We are against the proposal for a CPZ in The Downs. SW20.

**Ethelbert Road (12264087)** – As a resident of Ethelbert Road where the above referred CPZ is due to be consulted on, we are writing to express our concerns about the consequences implementing the CPZ will have upon our street, both for us directly and also for a number of other residents. Firstly we would like to make reference to the fact that one of the main reasons we (and a number of other residents we have spoken to) actually moved into the area about to be affected was because at the time, living in Wandsworth, we had to pay what we felt were exorbitant (and constantly increasing) fees to park in our own street and quite often due to the congestion with some residents having 2 cars, were still unable to park in our street. In Ethelbert Road we felt there was adequate parking and with a driveway in front of my house we could park either off road or directly in front of our driveway. With your CPZ coming into force, not only will we have to pay to park in our own street, but will also now be forbidden from parking across our own driveway! This effectively means you will lose another parking spot with the introduction of the CPZ. This is true of every house with a driveway on the road, reducing the number of spaces that can currently be used for parking cars by at least 6 in just one half of the road. This is one of our arguments against the creation of the CPZ in the first place. Combine it with the compulsory parking spaces for car clubs and we will be losing more spaces than you will probably be creating by prohibiting non-residents from parking here. Secondly we disagree with the figures you have posted in your consultation summary. Using the figures for Ethelbert road (as these are the relevant ones for me) you say 59 houses were consulted with 30 responding. This would indicate to us straightaway that almost half

of the street is not bothered about the parking in the street (because otherwise they would have returned the form). Therefore your figure of 63.3% of residents supporting the CPZ is factually incorrect. The number that support the CPZ is 19 and as a percentage of the 59 households this is only 32%. Therefore there is no majority of residents supporting the CPZ and the grounds upon which you are going to consultation are flawed. The figures for support of the CPZ only increase marginally when considering the impact if the neighbouring roads have a CPZ. On this basis, overall only approximately 17% of residents have actually indicated that they have a parking problem – is this really justification for proceeding? Our third point if you do proceed, has been raised following a conversation with one of your project engineers. This relates to the hours of operation proposed for the CPZ. Our first choice (and that of the majority of respondents in my road) is for a one hour slot in the middle of the day which means anyone parking here and commuting into London would have to rearrange their travel arrangements. The argument your engineers countered with was that people working in Wimbledon would still be able to take an hour off to come and move their car or buy a pay and display ticket during their lunch hour to avoid a fine. We very much doubt they would bother to do this each and every day, or be in a position to do it at the same time every day – it is just not feasible. An alternative way around this would be to make the CPZ resident parking only during that hour. You might argue this would inconvenience handymen or visitors to the zone. However if they had a residents “scratch card” to display they could still park there. Also, your engineer mentioned that despite it being offered, the 1 hour CPZ wasn’t practical for the officers to patrol and hence was hardly ever implemented. If this is the case, why is it even offered? It seems residents become inconvenienced because of a council staffing issue rather than the council implementing what residents want. Why don’t you introduce a 2 or 3 hour slot in the middle of the day where you can’t park in the CPZ? Is the reason perhaps that you are proposing the 08.30 – 18.30 actually also geared to the council having a greater revenue making opportunity? The other reason we think the 08:30 – 18:30 CPZ you are promoting is not practical is because this will adversely affect parents who park in our street and surrounding streets during the morning school runs. This is not a crime and at the end of the day they do it because there are spaces available, indicating, yet again that there is not a major parking problem, which is why so few people have actually indicated they feel there is. People dropping off children are rarely parked here for more than 20 minutes. Many parents park for a short time and walk the last 5 to 10 minutes to school. The proposed CPZ will therefore force more traffic into congested areas around local schools as they will now have to drive and drop at the gate, creating significant congestion and increased danger for children. Additionally, the proposal makes no mention of controlling residents parking fees, or for providing any future protection against absurd price increases. Where is the link to inflation or some other reasonable measure, or will residents just have to take pay whatever the council decide to charge and there be no cap on the annual increase? I have experienced this previously and the parking charges increase year-on-year by double digit percentages.

### **Officer’s comments**

The Council can only make the appropriate recommendation and decision based on the consultation results as returned by residents / businesses in the area. The results showed a preferred option of Mon-Fri, 8.30am-6.30pm for the operational times. Merton currently does not operate a 1 hour CPZ as the majority of residents prefer and opt for longer hours of operation. The Council does offer the 1 hour option along with 2 other options. The permit prices are the same regardless of the hours of operation. 1 hour zones are very difficult to enforce without the appropriate number of enforcement officers. Parents will be offered a discretionary 5-10 minute grace period to drop off children at their respective school. If more time is required, parents would need to purchase a ticket from a near by ticket machine. The permit prices are arranged to manage demand and ensure that CPZs are self financing.

**Delamere Road** (12264006) – Hereby, I am fully object this proposal. I need a car access anytime incl. family & friends 7 days a week & 52 weeks a year!! It's my choice & civil right to park when I want & with which car I need to within my choice!! I do use different cars during the year & I can not spoil or waste my time for your Merton Civic.

**Worple Road** (12263940) – Having seen your proposals for charged parking in and around The Crescent off Worple Road I fail to see how restricting and charging will make a scrap of difference. I live at 172 Worple Rd and have done so for 19 years, the house is divided into 4 flats and in total 6 cars belong to this house alone, all park either in The Crescent or around as do most people who live on Worple as there are no facilities in Worple. This has certainly worked for many years albeit a few hiccups when the school has one of it's numerous functions, that along with people who live in Guildford and around and who park between Raynes Park and Wimbledon and then catch the train to London to their place of work. One lady who frequently gets a ticket for being parked on the yellow at the end of The Crescent and Worple has the audacity to admit that adding up all her tickets still does not amount to the cost of parking in London, thus depriving one of us who live here! If all the people who live in the Crescent parked their cars in their gentrified driveways instead of spending months with trucks, skips and piles of

bricks in the road and then when they have their parking spots secured in their house then decide to park in the street perhaps there would be more spaces. Very often these people believe that they own the pavement and the road outside their house. Some kind soul glues a sticker to the cars to inform them "that they do not live here", we don't live in Liverpool either but if we drive there we pay road tax so we are entitled to park wherever is legal. Charging people does not create more parking spaces it just hikes the rents up to an impossible amount and drives people out of London. I write on behalf of the house and the various dwellers who all need their cars and little vans for their jobs, sure we bitch and shrew when we cannot get a space but eventually we do. When the school is on holidays it's bliss.....giving us huge bills, restricting spaces and giving our visiting relatives an impossible time is not conducive to happy living. I told our landlady I was writing to give my opinion and her reply was, "don't waste your time, the council have already decide to do it , look at the rest of Wimbledon, this appeal is just to appease you, they want your money only!" I hope she was wrong but I don't believe she is.

### **Officer's comments**

The proposed measures will create more available parking spaces.

**Ethelbert Road (12263935)** – I would like to register my objection to the proposed CPZ in my area for the following reasons:

1) There is no parking problem. I've lived here for over 5 years and have never failed to park in my street. In fact, it is extremely rare to not be able to park within about 4 car lengths of my door. There is no evidence of anyone driving repeatedly around the block until they find a space.

2) In June, the council conducted an informal consultation, which revealed very little support for the proposals. Only 167 out of the 1073 people consulted voted in favour. This is approximately 15.5%. Another example of how the council has completely ignored what the public wants, is the question of operating hours. 61.6% of respondents did not want the CPZ to operate from 08:30 to 18:30. At a recent meeting of the Street Management Advisory Committee (SMAC) on 20th September, which approved the current statutory consultation, Cllr David Williams spoke against the introduction of an all-day CPZ, and instead suggested operating hours of 10am-4pm only. SMAC agreed, and made this recommendation to the Cabinet Member. However, this advice appears to have been ignored in the proposals. (Interestingly, 15.6% of people voted for "none", despite the fact that it was not even an option on the voting form.) If only 167 people wanted this scheme in the first place, can 168 people request that it be removed afterwards? If not, then this is hardly a consistent democracy.

3) The most absolutely vital aspect of this proposal must be an explanation of how a CPZ will improve the parking situation. But this information is completely lacking from any literature that the council has provided. There is no evidence at all provided into how the situation will improve. If the problem is caused by the cars of non-residents, has a survey been carried out to show how many of the cars in the streets are owned by people who don't live here? If this survey was conducted, why was it not shared with the public to allow us to make an informed decision? If the problem is caused by resident parking, then I don't see how the CPZ can possibly improve the situation. Nobody will sell their car as a result of this scheme, so the number of residential cars will not reduce. The number of parking spaces will be reduced, and of course, the cost will go up significantly.

4) The CPZ will significantly reduce the number of parking spaces available to residents in every street within the proposal. This is being done using double yellow lines, Pay & Display bays, and bays that are significantly bigger than a normal parking space.

My study reveals the following results:

Delamere Road - The northern half of Delamere Road currently has 24 parking spaces. With new double yellow lines and P&D bays, this will be reduced to 15. The southern half reduces from 17 to 12. The proposal is for 4 P&D bays at the junction with Worple Rd. But these 4 bays will replace 5 existing parking spaces. So a council bay is 20% bigger than a natural parking space? Applying this ratio to all of the other bays in this street, and the figure goes from 41 current spaces to 23 in the proposal. Significantly less than 1 parking space per house. One of the questions was: "Would you support a CPZ if the neighbouring roads were in favour?". There is absolutely no ambiguity in this question. It is perfectly clear. And yet, the council seem to have decided to ignore the responses. Results from Delamere Road: Yes 3, No 18. That's only 3 people in the whole of Delamere Road who want this scheme even if the neighbouring streets introduce it. And yet, in the council's letter: "They have been included in the statutory consultation process to allow them the opportunity to be included in the CPZ". In other words, "we know you don't want this scheme, but tough". So how is this a consultation? The council consulted, the residents overwhelmingly rejected it, the council served notice that they are going to do it anyway.

Ethelbert Road – The western half currently has 53 parking spaces. The proposal introduces unnecessary double yellow lines in 4 of them. Using the 20% reduction found at the Delamere P&D bays, this reduces the number of parking spaces to 40. And there will also be the added problem of Delamere Rd residents having to park in Ethelbert Rd because there are no spaces in their own street.

The eastern half of Ethelbert Road has a proposal for a double yellow line at a driveway which does not

exist. So whoever normally parks there will lose their space to some ridiculous bureaucracy. This section also includes double yellow lines in places where 3 cars are normally parked. This section will also be badly impacted by an incredible reduction in the number of spaces in Albert Grove.

Southdown Road – The proposal for this street includes a completely unexplained section of double yellow lines which stretch from houses 18 to 24. This is approximately 3 current spaces. There is no justification given for this.

Albert Grove – Albert Grove residents are the ones who feel most strongly in favour of the proposal. This is mainly due to the previous council "improvements" in Midmoor and Pentney Roads. Clear evidence of the negative knock-on effect of these unwanted, badly thought out proposals.

Ironically, Albert Grove is the street most adversely affected by the proposals. Almost the entire top quarter of the street has been handed over to P&D bays and a City Car Club bay. Eight spaces will be lost to this, and there are only 21 spaces in the northern half of Albert Grove to begin with. There will also be 3 spaces lost to double yellow lines. Making a total of 11 spaces out of 21 being taken away by this proposal.

5) The literature provided by the council on this proposal has been extremely misleading and clearly politically motivated. I quote: "A majority of 47.3% support a CPZ." A what? By no statistical measure is 47.3% a majority. This claim looks even more ridiculous when one looks at the results properly. The actual figures are: 1073 people consulted. 167 people in favour. Roughly 15.5%. Quite a long way short of the 47.3% claimed, and even further away from being a "majority". 161 people voted against this proposal. So no matter what way you look at these statistics, there is no significant number of people in favour of the proposals. And this is despite the one-sided information provided.

The literature heavily implies that a CPZ automatically equals an improvement in parking availability for all residents, despite no evidence at all to back this up. Not everyone has the time to study these details and act accordingly, and people should not have to be motivated to oppose every council action which is only wanted by a small number of people.

6) Notices have now been posted for similar schemes in Wimbledon Chase, and in the streets around Stanton Road. Should all these proposals be implemented, this effectively ends free parking for residents in this entire area. It also ends commuter parking in this area. This will affect business. In the current economic climate, the council should not be taking action which will negatively impact local businesses. With the best will in the world, not all workers can commute by public transport. And neither can all shoppers or clients. A lack of visitor parking causes significant problems to anyone who relies on regular visitors. So elderly people are particularly impacted by this. And so is anyone who requires a tradesperson to do some work on their house. This is almost everybody.

### **Officer's comments**

There is plenty of evidence to prove that parking difficulties exist in your road and the surrounding roads. The Council can only make the appropriate recommendation and decision based on the results returned by residents / businesses in the area. The results showed a preferred option of Mon-Fri, 8.30am-6.30pm for the operational times which was approved by the Cabinet Member prior to statutory consultation. The information provided in the informal consultation material gives an explanation as to how CPZ works and how it can help. Parking is only permitted where safety, access and sightlines are not compromised. The shared use pay & display bays are marked individually for enforcement reasons, with permit bays being marked as one length of bay to maximise the available space.

**Southridge Place** (12263932) – Further to your communication dated 3rd November, 2011, we would like to make the following representations:- We live in one of the five houses of Southridge Place which face out on to The Downs. We are not convinced that a CPZ is necessary, since the one-way system devised during the recent gas main works (up Edge Hill from Worple Road to The Ridgway and down The Downs from The Ridgway to Worple Road) seemed successful in solving the congestion experienced in The Downs at school drop-off and leaving times. We would suggest and support the continuation of that scheme and believe it would cost less than a full-blown CPZ. Ever since the introduction of the double-yellow lines at the corners of Southridge Place with The Downs, we have suffered frequent obstruction of our driveway because the double-yellow lines on the Northern corner do not fully cover from the corner past No. 4 to the Southern edge of our driveway. There is just enough space for a small car to park if the front wheels are almost touching the end of the yellow lines. Even so, our view when exiting our drive is obscured which is highly dangerous. A slightly bigger vehicle partially obstructs our driveway as well as obscuring our view. Please see attached photographs which fully illustrate the point. We would therefore ask you, please, not only to solve the inconvenience to us of obstruction of our driveway but also in the interests of safety by improving our view of approaching traffic on leaving our driveway, whether or not a CPZ materialises, to consider extending the double-yellow lines to include the full frontage of No. 4 up to the Southern edge of our driveway. Incidentally, your map contains an error. It shows a crossover, which does not exist, outside No. 4, Southridge Place. There is no garage and therefore no driveway or crossover at the front of No.4. We should be grateful if you would kindly give serious consideration to

these representations. If you require any further information or wish to examine the situation regarding item 3) above, please do not hesitate to contact us.

#### **Officer's comments**

The crossover has been removed from the plan and the request for the double yellow line extension has been accepted and recommended.

**Southridge Place (12263919)** – I have lived in The Downs for many years and am strongly opposed to a CPZ in this road for the following reasons: The main problem in The Downs is not a shortage of residents' parking, but traffic congestion caused by parents dropping off and picking up school children from the three schools. A CPZ will not address this problem at all. (Much better to invest the set up costs instead in improving school bus services, so that more parents find them convenient, reliable and trustworthy – thereby reducing traffic congestion and pollutants throughout Wimbledon, not just in The Downs.) While I accept that some residents may find it difficult to park in The Downs on weekdays in school term time, I am not aware of any difficulty finding spaces at weekends or in school holidays. This also suggests that commuter parking is not as big a problem as some have made it out to be. A CPZ running throughout the year would therefore add unnecessary clutter, cost and confusion for a significant part of the year without addressing the main problem. If, despite this, a CPZ is thought to be necessary throughout the year to stop commuter parking, there is absolutely no need for it to operate for more than one hour in the middle of the day on weekdays. The perception that there is not enough space for residents to park in The Downs has been exacerbated over the last two years by the major development at 14 The Downs, involving massive lorries and vans parked almost permanently throughout Monday-Saturday. This, however, is temporary. Once the development is completed, far more space will become available. Those residents who do have difficulty finding spaces during busy times in term time will not be guaranteed a space even with a residents parking permit, as there will be far more permits issued than parking bays. They will simply be paying for not being able to find a space. A CPZ will exacerbate the current problem of unauthorised parking or waiting in private roads (such as Southridge Place) and private forecourts owned by the many blocks of flats in The Downs. The owners of these properties have no redress other than legal action, which is costly, time-consuming and often impracticable. Some residents who complain about not being able to find parking spaces in The Downs actually own garages in which they could keep their cars - but they choose to use their garages for storage instead. The solution lies in their own hands – a CPZ should not be foisted on other residents who do not want one in order, effectively, to solve their storage problems. Parking enforcement resources seem to be very limited, insufficient even to enforce the double yellow lines recently painted at entry and exit points in The Downs. To be of any benefit at all, any new parking controls would need to be enforced most particularly at the busiest times (school drop-off and pick-up times) – exactly when enforcers are under greatest pressure elsewhere. If a CPZ is introduced and not effectively enforced, residents will be far worse off.

#### **Officer's comments**

The Council can only make the appropriate recommendation and decision based on the consultation results as returned by residents / businesses in the area. The results showed a preferred option of Mon-Fri, 8.30am-6.30pm for the operational times. Merton currently does not operate a 1 hour CPZ as the majority of residents prefer and opt for longer hours of operation. The Council does offer the 1 hour option along with 2 other options. The permit prices are the same regardless of the hours of operation. 1 hour zones are very difficult to enforce without the appropriate number of enforcement officers. Parents will be offered a discretionary 5-10 minute grace period to drop off children at their respective school. If more time is required, parents would need to purchase a ticket from a near by ticket machine. The permit prices are arranged to manage demand and ensure that CPZs are self financing.

Enforcement will be carried to ensure compliance. The proposed measures and the appropriate enforcement will ensure a reduction in the congestion issues currently being experienced. Unfortunately residents who have garages cannot be completed to use them, although many may decide to do so if the CPZ is introduced. Southridge Place is a private road and therefore the Council is unable to introduce controls or restrictions, however, they are able to purchase permits to park in the adjacent streets.

**Southdown Road (12263708)** – I am a resident of Southdown Drive and have just been informed by one of my neighbours that there is a consultation regarding the parking in the Downs area and that a reply is required by yourselves for 25 November latest. As I am currently on holiday away from UK I have not seen the papers regarding the proposal but would like you to know that unfortunately there is still some problems in Crescent Road regarding parking at school times as parents happily stop in the middle of the road to drop their children or park where it is disallowed at school opening and closing time. My proposal would be to have restricted parking hours in the morning and in the afternoon at school starting and leaving times, but only on the school side of Crescent Road, thus enabling cars to drive down or up Crescent Road without the blockage caused by parents dropping or picking up their children, as it would

free one 'lane' of traffic at those time. However I am opposed to other parking restrictions.

**Officer's comments**

The proposed parking measures will reduce the traffic congestion that currently takes place in Crescent Road.

**Worple Road (12263634)** – Regarding the introduction of the CPZ in area W7, we would like to state our objections. We do not feel that the returned questionnaires represent the true needs of the community. Only 32.8% of households responded, and of them only 50.4% of households have a problem with parking. That means that only 16.4% of households consider parking problems to be a high priority in their life. The non-respondents can not simply be ignored, their choice to abstain from the consultation is an indication that the issue is not a priority in their household, whether this is because they do not own cars or because they do not consider parking a problem. From the Merton government website priority is given to areas suffering parking problems usually created by commuters driving to a station. In this case we live nearly a mile from either Wimbledon or Raynes Park Train Station and so this shouldn't be a problem. However since other CPZ have been implemented it has become more obvious that people are parking in our street to go to work. This population of workers are slowly being pushed further and further away from either a commutable area or their place of work and have no representation or rights. In these times of financial hardship and high unemployment, why are we making it harder and more expensive for the hard working. It is also stated that CPZ are considered in areas suffering from parking congestion, to help reduce traffic and to make our streets cleaner, safer and more accessible for all. By reducing the little car traffic we have in our street the opposite will be produced by reducing the amount of pedestrian traffic and making us an easier target for crime. Recently a neighbour was burgled in the middle of the day, by reducing traffic it reduces the number of people likely to notice any strange activities or people in the street and therefore increased our risk of being a victim of crime. It has been noticed from the map sent, that on our side of Worple Road there is only 7 pay and display spaces for 250 households, if Worple Road is included then 7 spaces for 500 households (approx half of all those consulted). This seems a very small number of spaces for visitors unless you wish to spend extra money on half day permits for guests that will only stay an hour. If this CPZ is to be implemented then there should be more pay and display spaces provided. The CPZ appears to be wanted by only a few, but these few are constantly pushing for it and shouting louder than the majority, who for what ever reason have decided that they do not wish to or feel unable to voice their opinion. We are strongly against this implementation.

**Officer's comments**

The Council can only make the appropriate recommendation and decision based on the results of the consultation as returned by residents / businesses in the area. There is no evidence that controlled parking increases crime in the area. There are approximately 35 shared use-pay & display bays located within a 3-5 minute walk of the property, allowing visitors to stay between 10 minutes and 10 hours. Additionally residents can give their visitors half day or full day permits which would be cheaper.

**Albert Grove (12263343)** – I am participating on the basis that I live at No 14 Albert Grove. I have consistently resisted the introduction of a CPZ and continue to oppose this for as long as possible. I expect that resistance is being steadily eroded as the issue keeps being 'consulted over'. Yes there are more spaces at the weekend, but I can always park somewhere. At the current rate which I guess is £80 per year, I've saved £800 since I moved to this address 10 years ago. Do I really want traffic wardens patrolling in the hope of being able to catch someone? Well actually No I don't! My own experience is that I have been given a ticket when I have not read the notice carefully enough. Parking tickets are wholly disproportionate to other costs in society. Do I mind parents with children at local schools using the streets where I live to park for short periods, No I don't. How much does it cost to run these schemes? Obviously from the above I am against parking schemes and certainly prefer minimal interventions if I am outvoted.

**Representations – Against ( Ursuline High School – Crescent Road)**

(12263724) – I work at Ursuline High School and use a car to get from my house to my place of work, as I am not located near public transport facilities. Equally, the school car park is tiny - it has 11 spaces available to my knowledge for a large staff body. I am extremely concerned, indeed horrified, that parking restrictions may come into force on Crescent Road and The Downs in Wimbledon. These are the chief roads that teachers working at the school use to school in order to teach the borough's children every day. We need the parking places in order to carry heavy sets of exercise books home to mark and to bring in props and resources for lessons. If parking is not provided, we will simply be unable to carry out



this essential function of our jobs. It does sadden me that the local council is more interested in generating revenue than the education of the students of the borough. Teachers have quite enough to contend with, without yet another hurdle to overcome at such a fundamental level.

(12263947) – The results of your questionnaire indicate that only a third of residents responded to the questionnaire whilst the vast majority did not, ie, 67% residents. Does this really represent a majority? On top of that, the argument that there is a majority for introducing a CPZ appears slight when the statistics show that only 47.3% support a CPZ, compared to 45.6%. Does the margin of 1.7% represent a majority? I would argue that in local and national elections, such a slim majority would warrant a recount. As a Merton resident I object to the imposition of a CPZ in or around the area that I work in which would adversely affect me economically. I have worked at the Ursuline High School for twelve years and have noticed that it is only since the CPZ were introduced in the Edge Hill area together with the recent round of road works that Parking has become more of an issue for all concerned. However, in my opinion, the solution is not to continue to introduce CPZ. There can be more innovative ways to improve the parking situation. The representatives from the Traffic and Highways Department who came to the school recently mentioned that the school was listed as a business rather than as a public organisation. I object to the categorisation of the school as a business on the grounds that the school receives its income from taxation. The school does not generate its own income and is not self-financing. Therefore the categorisation of the school as a business has been misapplied. The representatives from the Traffic and Highways Department seemed to suggest that since they had to pay to drive their vehicles to work, then so should we as teachers. This is no justification for introducing a CPZ. They work at the Town Hall in the centre of Morden where parking is at a premium as it is transport hub and many other shops, businesses and amenities are located there. The Down's area has none of these factors to attract people to park their and should not be penalised as a result. Residents and workers at the school should not be asked to pay for a CPZ since the roads (Arteberry, Crescent, and the Downs) are empty after 6.30pm every evening. How much of a problem is parking on these roads when so many of the properties have their own driveways? The reason that many of my colleagues and I travel to work by car is because our also consists of us taking our work home with us from school. We do not work a normal 9-5 hour day. Our work consists of taking our marking home with us. This is impractical considering how crowded public transport is, not to mention the difficulty in physically carrying these books to and thro. This would adversely affect our ability to deliver a service to pupils at the school. In addition, if teachers who would normally drive to work at the Ursuline were to use public transport, this would increase the burden onto an already overstretched service. Many of the teachers who drive to work at the Ursuline have children who have to be dropped off to school in other parts of the borough and in neighbouring boroughs. It would be impractical to use public transport to achieve this and this would have a direct impact upon the ability for many teachers to be in school at the start of the day. The representatives from the Traffic and Highways Department seemed to suggest that a compromise to the CPZ scheme if it were implemented was to offer teachers at the Ursuline an opportunity either to pay for a yearly parking permit or be charged £1 per day. Both of these are extortionate. Firstly, teachers do not work 365 days of the year at school. Most teachers who work full time work 195 days; some may come into work during the holiday periods, whilst others are part-time. The notion that teachers at the Ursuline would be expected to pay in the region of £200 a year for parking at their place of work is outrageous. This would be seen as an unnecessary tax, especially as we have seen no increase in our pay and so is unreasonable. This CPZ proposal appears to be about generating income from teachers like myself rather than dealing with the issue of parking, which in part has been created by previous CPZ scheme's introduced in neighbouring areas. I would ask that the Traffic and Highways Department acknowledge my concerns about this proposal and seek further consultation before deciding upon the proposed course of action. A majority of 1.7% of respondents of those who returned the questionnaire should not be the basis of continuing with such a scheme.

(12263400) – I would like to object to the proposed extension of cpz to Crescent road. I am a teacher at the Ursuline High School and I am always carrying a heavy load of exercise books, text books and other paraphernalia associated with the profession. I would find it very difficult to continue teaching there if I couldn't park in the road. I cannot always stay late at school to complete marking, owing to family commitments. I would also like to make the point that in the neighbouring cpz covering Edge Hill, the vast majority of spaces are left empty all day. The teachers inconvenienced in Edge Hill are however, at present, able to park in The Downs, which obviously would not be able to be continued with the present proposal. The margin between those who want the cpz and those who don't is painfully small, especially based on a return of 32%.I hope the extension to the cpz is not solely based on raising further revenue for the Council.

(12263127) – As you know there is great concern from staff re the introduction of CPZ in Crescent RD and the Downs area. I am aware you know there are 8 schools in this vicinity Ursuline High School, Wimbledon College, Kings College, Donhead, Ursuline Prep, Norwegian school, Squirrels & Halls school.

There are a number of points I would like to draw to your attention. The average secondary teacher has approx. 350 pupils a week to teach and would mark approx. 170 books a week. I know this is an issue in bringing books to and from school. Many of these teachers need to bring books to and from work. Senior staff work across schools. Partnership work is increasing e.g. Advanced skills teacher would go to 2/3 schools a week to support. Senior Leadership staff attend regular meetings at the Chaucer Centre/ Crown House and other venues. A number of our staff are women and are the main carers for their children i.e. dropping them to nursery/ Primary school/ child minders and picking them up. Has an equalities impact assessment been done on the implementation of a CPZ zone? At present teachers' pay is frozen and it is highly likely pension contributions will increase in the near future. Retention and recruitment of staff in Merton is important in maintaining and raising standards. We cannot afford to lose or not attract staff in an area which is already too expensive to live in and where staff have to travel to. Our Crescent Rd entrance where many staff park has 26 houses each has a garage and a min space for 2 cars to park some have three with an entrance and an exit to drive in and out. On Southdown drive at the end of the cull de sac all houses have a garage and one parking space. I cannot see how a cpz would be of benefit to our residents. On the Downs this is a similar situation with the exception of the top where there are flats and unused garages behind the flats. From the Ursuline point of view our travel plan informs us of the number of staff who walk to school [limited because of house prices] those who use public transport and those who use a car. It would be helpful to know what percentage of staff should be using public transport/ walking so we can work towards as a reasonable target if we are not already in line with other public services and businesses. In terms of teacher's permits we would be happy to run the scheme to save the council money and for you to quality assure it should this come about. Staff inform me permits in Sutton are much cheaper. We would happily take on this role since it would be likely that the school would end up paying for these permits for staff and hence money given to us by the council will be recycled back to them.

(12262644) – As a teacher at the Ursuline High School Crescent Road SW20 8HA and a long term employee of Merton Council I am writing to express my concern at the proposed introduction of a CPZ. My concerns are: 1. Residents of Crescent Road all have large driveways for parking which leaves the majority of Crescent Road free for school staff parking. This is a system which is already in existence and there is a good relationship between residents and school staff who park in the road. 2. A proposed fee of around £180 has been suggested which would be payable by public servants who already have a two year pay freeze and an increase in pension contributions. 3. If I could not or would not pay for a permit, my journey to work on public transport would take at least an hour and a quarter either way. Following parents' evenings in school I would be forced to use public transport late at night which is something I am anxious about doing as I have been mugged in the past. 4. I often need to carry large amounts of work home. If I could not or would not pay for a permit then I would be unable to do this as it would not be physically possible to carry two or three sets of exercise books on a journey that require either two buses or a bus and a train. I would also have a long walk from the bus stop to my home. I feel that the introduction of a CPZ is simply a money making exercise for Merton Council and does an injustice to public servants who carry the responsibility of educating the young people of Merton.

(12262640) – I am writing with reference to the consultation on the introduction of a W7 CPZ to include The Downs, Lansdowne Road, Crescent Road, Southdown Drive, Cumberland Close, Thaxted Place, Southdown Road, Elthelbert Road, Delamere Road, Albert Grove, and part of Lower Downs Road, operational Mondays to Fridays between 8.30am and 6.30pm. I am a local parent (I live in Merton Park) who has recently had two daughters go through the Ursuline High School and with a son at Wimbledon College. I am also an employee at the Ursuline High School. So I am well aware of the advantages and disadvantages of parking zones. I therefore have to say that I am really shocked that Council is proposing to have a CPZ where it will have a massive impact on the teaching and other staff at two of their own state schools. The statistics show that a slight majority of residents support a CPZ but this takes no account of the needs of the local schools and it is really poor that the local council did not take this into consideration before proceeding to consultation on this measure. I cannot believe that Merton Councillors really do not care that such a scheme will have an extremely detrimental impact on the schools ability to attract and retain the high quality staff it requires and this must have a direct impact on the education of over 1350 young women at the Ursuline High School. To deliver the highest possible quality education we need the highest quality staff from wherever they might live. Yes, of course, we must encourage environmentally friendly policies and encourage staff to use public transport, but I can assure you that the limited parking in the Downs and the surrounding area already deter staff from driving to school, but at least currently those staff who come further and really need to are able to use their cars. You need to be aware that since the introduction of the controlled parking zone in Edge Hill staff that have to drive to their jobs at Wimbledon College have also had to park in the area of the CPZ you are now proposing. So the introduction of the W7 CPZ will produce a double whammy, adversely effecting both schools Please, please, please reconsider and support excellent state education in the Borough and allow us to keep these few potential parking spaces

(12262639) – Objection to the proposed controlled parking zone - (The Downs Area). The consultation had a very low response rate (32.8%) suggesting that there isn't a problem to be resolved and only the returns from 7 out of the 15 roads consulted even said they had any issue with parking in their road. One of those was a very long road (Ridgeway) and only had 2 responses. Only 17.6% of the Crescent Road responses (3 people) were in favour of introducing a CPZ. As a member of staff at Ursuline High School in Crescent Road I would like to object to this scheme on the grounds that there would be no parking provision for school staff. We have very limited parking within the school grounds and no alternative area which could be converted into parking space. The school provides state education for 1200 students and employs 200 staff. I park in Crescent Road from 7.50am – 1.40pm daily. I have a 50 minute journey to school each day and have to be here at 8am to open the Learning Resource centre each day. I already leave home at 7am. If I were to travel by public transport I would have to leave much earlier and I would have to walk, take a bus and a tram and then walk for 20 minutes. I personally receive a very small salary and wouldn't be able to afford parking fees. All of the houses in Crescent Road have double driveways and most of them also have garages. The residents must have known there was a school in the road when they moved into the road. All of the driveways have white lines on either side to prevent anyone parking too close. The neighbouring roads also have very limited parking facilities and if the CPZ were to go ahead they would be even more limited. It is very possible that I would drive here from Croydon and not be able to find a parking place. What should I do in this instance. I think the introduction of this scheme will create a parking problem and make actually getting to work very difficult. What does cause congestion in Crescent Road is cars driving up to drop students off outside or pick students up from the school entrance. Perhaps this issue could be addressed.

(12262638) – I am an exam invigilator at the Ursuline school and being as the school does not have enough room for parking for all their permanent staff can you please tell me where I will be able to park, should the CPZ be introduced. Crescent road residents appear not to want the CPZ so why are you insisting that they participate. CPZ is the bug bear of this borough and it is just another way of the council making money.

(12262566) – I am writing in order to express my objection and concern to the above proposed controlled parking scheme. I am employed at the Ursuline High School, Crescent road and live approximately an hour away from my place of work. I drive into school and it is already extremely stressful and difficult to park on arrival due to very few parking spaces in the vicinity of the school. I have had to add an additional 10 minutes to my journey time in order to get to work in the morning already. Where would I park if the controlled zone come in to operation? As a member of the support staff here at the school, our already strained wages would be under greater pressure having to also think about paying for all day parking. It feels as though it is always the lowly paid members of society who are always hit hardest when these types of schemes come into operation. Why don't I take public transport? - because I have a young family that I also need to collect from their school at the end of the day. If I am forced to not be able to drive into school I will have to pay for after school care instead. Additional expense in either direction for me and my family. The change of parking around the school would have a major impact on a person like me and others working at our school. Visitors to the school for the various educational necessities relating to the students would also be affected. Teams from Merton visiting the school - Is Merton going to reimburse these members of staff for each time they visit our school? Parents rushing to collect their sick child would have to find change first before tending to their child? Please, please re-consider the major impact this would have. I have only touched on the tip of the iceberg here.

(12262411) – I would like to express my opposition to parking controls in Crescent Road and The Downs. I work at the Ursuline High School, and our school does not have enough parking on site for the staff who work here. If Crescent Road and other nearby roads have parking meters it will mean that staff from our school who travel to work by car will be unable to park anywhere near the school. Staff at the school come from a wide catchment area, and for many there is no realistic public transport that would get them to school for 8.15. Schools cannot work flexitime and therefore staff have to travel during the rush hour. At the moment I leave home at about 7am and am in school by 7.30 to get work ready for the day. My role at the school requires me to be available to see parents when it is convenient for them, and for many working parents this means meetings before school. If I attempted to get to work by public transport I would be arriving at work at about 8.30. In order to get to work at my present time I would need to leave home at 6am. From the statistics you have published I do not understand why these restrictions are being pushed through. Only 47.3% of residents are in favour. This means that a majority are actually not in favour, or are unsure. Meters in Crescent Road will make working at the Ursuline difficult for many teachers. The school is not a business, and therefore business concessions do not apply. It is difficult to recruit good staff to Merton Schools, and an inability to drive to work will put off applicants from applying. Parking meters will also make it difficult for parents to come into the school for interviews with teachers. I hope you will treat employees at the Ursuline as a special case.

(12262406) – I am writing to express my concern over the proposed controlled parking zone in the Downs area, covering Crescent Road, The Downs, Ethelbert Road, Albert Road and Southdown Road. As a

teacher at Ursuline High School it would have a huge and negative impact on my working life. Due to the demands of marking it is not always feasible for me to take public transport; also some evenings there are meetings so I need to attend these and the train service home only runs every half hour. There is also an issue with safety walking to and from the train station, especially after dark. A woman was sexually assaulted between my home and the train station and nearest bus stops and the person still has not been apprehended so this is a real and not imagined risk. This means that public transport is not really an option for me. By limiting parking in this area, you will be simply moving the problem along to the next streets, making the situation worse there. We already have limits on parking in the nearby areas, and this would simply exacerbate the difficulties. It is also affecting key workers, who are facing severe cutbacks, and no pay rises. This means that it would have a particularly punitive effect on us at this time. Finally, I appreciate the inconvenience that the residents feel that they experience with traffic near to the school – I live beside a very popular primary school which is hoping to expand, but I always park with consideration. A lot of the congestion is caused by parents dropping off and collecting pupils, and controlled parking would have no impact on that as they are stopping, not parking. We would end up with the same congestion, maybe even worse if more parents thought that they could get near to the school, and no place for staff or visitors to park. Please consider all of this when making your decision.

(12262403) – I have worked in the employment of Merton @ the Ursuline School for 38 years I am dismayed @ the prospect of us being unable to park in Crescent Road. We are a large community serving every area of the Borough in order to educate the young people of the future, many of our staff travel a long way & with complicated journeys, the day does not end for staff when the pupils go home, there are meetings. Activities & Parent consultations after this. A permit does not guarantee a place, so what happens then ---do we return home? We would be unable to function in this situation. The staff here have always been mindful of the residents who any way have drives & garages for their vehicles. The extra cost to the staff of paying for a permit is not acceptable + the current rise in fuel. As servants to the Public & as a gesture of goodwill can I suggest that we be given a permit to park during our working hours? This would enable us to feel secure in our obligations & a recognition of our value. I note there is not a majority vote by the residents for C.P.Z. Many Thanks in anticipation of your favourable view.

(12264253) – As a teacher working at Ursuline High School I am directly affected by the proposal which I deeply object to. Some representatives came to the school to collect our views and explain the possibility of a 'teacher's permit'. However the cost which was being suggested which the gentlemen alluded to was pretty non-negotiable is extremely unreasonable. Whilst £1 a day doesn't sound like much teachers teach for 195 days of the year and this doesn't take into consideration the coming in during the holidays which many of us do. Not only is this figure extortionate and unreasonable it is more that what residents would pay living in the area. Please so me locally an area that has a permit charge this high? I would urge to reconsider this figure if this route is an option. Lastly I just wanted to express that this whole situation was created by the council. The moment you introduce controlled zones in one area then the neighbouring roads will get congested so when you then decide to ask people the question do they want controlled zones invariably the answer will be yes so they can avoid the overspill from near by roads and this will keep on happening as you move down the roads until each road has permits, which I'm sure when speaking to the local residents this is not what they truly want.

#### **Officer's comments**

See appendix 5

### **Representations – Against (Outside CPZ boundary)**

**Coombe Lane** (12264097) – (1) Objection for the proposed extension of the Raynes Park South CPZ.

2) Objection for the proposed W7 CPZ.

I am writing regarding my concern over the two proposed new CPZ zones (which I have only just found out about!) and also to object to both of them. The first being the "extension of the Raynes Park South" CPZ and the other being the introduction of the "W7" CPZ. I live between these two proposed CPZ's and they will have a detrimental knock on effect to me and the other residents who live nearby. My biggest concern is that I was not consulted or notified about either of these proposals and if I was not consulted then many other residents may have not been too which would make your consultation process inaccurate and incomplete. Which you acknowledge for the Raynes Park South extension on your website (see extract below). You have received very few requests for questionnaires because residents do not know about it. From the website: "A number of residents have contacted the Council concerned that those who did not receive the questionnaire would be unable to respond. It has proven impossible to ascertain the exact number of properties affected and so far we have received very few requests for questionnaires from those who did not originally receive them."

CPZ Zone W7

I have read on your website that there is a very slim margin (From website: "A majority of 47.3% support a C, compared to 45.6% who do not") between the residents who "agree" and "disagree" to the proposed CPZ in the W7 area but you seem to be giving the residents who do not support it no choice but to agree to it by indicating that you are going to enforce the CPZ around them whether they want it or not and then to cause more problems (in one road) by introducing a double yellow line down one side of the road thus reducing their parking and also stating that roads against CPZ will be adversely affected by the adjoining roads parking in their roads to avoid the CPZ enforced in their roads (\*see extract at bottom of email taken from your website). This parking displacement will of course happen as it has done in so many other cases where CPZ are introduced. The whole problem with the parking issue is that so much of the area has now had CPZ enforced it causes problems where there weren't any by pushing where there was a problem down the road each time and not solving the problem in the first place. The roads off of north Lower Downs Road do not suffer commuter problems, I see this as I walk down these roads every day to work and there are plenty of spaces around. If there are problems in these roads they mainly occur in the evening when all the residents arrive home from work and family/friends arrive. These are narrow roads with a dense population and many houses have been converted into flats thus multiplying the number of cars and causing more parking issues. The Council has to approve these conversions and so are to blame for exacerbating the parking problems. The Council say (taken from website) it is being introduced because, generally, residents feel the problem is being caused by: Commuters who park and complete their journey by public transport or those working in nearby businesses. Solution: If necessary, introduce CPZ for 2 hours a day. Existing CPZ's displacing parking into the uncontrolled area. The solution to this is to stop keep extending CPZ boundaries and deal with the problems in the specific areas. Residents and staff of nearby businesses within the neighbouring CPZs avoiding parking charges. There has to be parking for businesses and staff otherwise the small businesses around the area will not be able to survive. Also, if public transport was not so expensive and more reliable people might use it more. To summarise: I object to the proposed W7 CPZ & I object to the extension of the Raynes Park South CPZ For the following reasons: Whilst I am not directly affected by the proposed new CPZ's they will both cause a detrimental knock on effect on where I can park. Residents from other roads will not buy the permits merely come and park where I park to avoid the charges. This will then cause us parking problems and mean that we will have to have a CPZ introduced which many of us do not want. I (and it seems many other residents living around me) were not consulted and so have not been able to express our opinions/objections. It will not solve any perceived problems as there are too many residents/family and friends' cars trying to get into limited spaces. Roads will have a number of empty spaces left vacant during the day which could be used by people visiting and using the local shops and services. As is the case where the CPZ is already in force. The Raynes Park CPZ extension will destroy the smaller businesses who are struggling in this economic market. There are already many empty shops along Kingston Road and by stopping parking businesses will suffer even more as consumers will shop elsewhere. These businesses also need their staff to be able to park or they will loss them too. You have to allow some business parking. I can always find a space during the day, it is the evenings that I can have a problem parking and so the CPZ will not stop this problem. It will cause hardship to less well off residents who cannot afford it. For example: A pensioner friend of mine lives in Wimbledon in one of the roads that is covered until 11.00pm at night. She is a pensioner and finds it hard to afford the visitors permits and so has to ask friends and family to chip in for them. She has suffered over time by losing a lot of friends who now do not visit her anymore because of these restrictions. There are probably plenty more like her. A suggestion if the CPZ has to be implemented: If the proposed CPZ's are to limit commuter parking then, if the CPZ comes into force, it should be limited to two hours in the middle of the day, like so many other Boroughs. This would solve the perceived problem but allow friends/family to still visit and incur less cost to the residents and Council by having to enforce it. It will also allowing small business/shops to continue to have customers.

**Dunmore Road (12262767)** – I am writing to express my objection to the proposal to introduce a CPZ reference ES/SGE/ZONE W7. I have no doubt that there is no need to introduce this CPZ. If it were to be introduced, it would result in parking problems in adjacent roads. These CPZ proposals are resulting in a lot of resentment towards the council as they are being introduced against the will of the majority of local residents even though many may not have taken the trouble to contact you with an objection.

**Dunmore Road (12264139)** – My husband and I strongly oppose the imposition of CPZs in the borough of Merton. We believe the majority of residents oppose them. Yet, a small minority interest seems to have overtaken any form of democracy as evidenced by the Council's relentless pursuit of imposing CPZs. They are being brought in by stealth, with so-called consultations being used as votes. If you want a vote on it, call it a vote and put it to the full electorate – all at one time, not street by street. But stop calling it consultations when you're doing it a few streets at a time and construing consultation responses as votes. A resident on Rosevine reported that only 8 houses – out of 48 on their street – responded in favour of CPZs and on that minority, had CPZs imposed. That's not a democracy. CPZs

will: Increase the level of borrowing by the Council – at a time when we should be belt-tightening and spending only on necessities. Increase the on-going cost to the Council by job creation for parking attendants. Reduce the overall number of spaces for parking in the borough. Reduce the income of small businesses. Cause added expense and hardship to the elderly who need more visitors. Make it difficult for all residents to have visitors. Why are the Council so intent on CPZs? Please let us know. What behaviours are you encouraging? Also, please be aware that we and a number of other residents have been doing mailshots to our neighbours. Should the Council continue this pursuit, we will actively campaign against your re-election.

**Stanton Road** (12263704) – I am a resident of Stanton road and have already objected to any CPZ in my own street but I must also protest about the introduction of CPZ in the Delamere rd/The Downs area. This will simply create a problem that doesn't currently exist and flood our street with cars looking for an escape from the senseless restrictions in this area. These restrictions do not solve any problems but they certainly create new ones making it difficult for tradesmen and visitors to park. Elderly people in particular will become more isolated. I myself have a brother in Richmond who I rarely visit these days because of the difficulty of parking there.

## Controlled Parking Zone (CPZ) Zone W7 - The Downs Area



ISSUE DATE : 3 NOVEMBER 2011

Dear Resident/Business

The purpose of this leaflet is to let you know the outcome of the informal consultation carried out in June 2011, on the proposal to introduce a controlled parking zone (CPZ) in your road.

The consultation resulted in a total of 352 questionnaires returned, representing a response rate of 32.8%. As it can be seen from the table, 50.4% of respondents indicated that they currently have parking problems in their roads compared to 41.1% who feel that they do not.

A majority of 47.3% support a CPZ, compared to 45.6% who do not, with 7.1% undecided. In response to the preferred days of operation, 69.1% support Monday to Friday compared to 17.8% who prefer Monday to Saturday. The remaining 13% have no preference or do not support a CPZ. With regards to the preferred hours of operation, 38.4% support 8.30am – 6.30pm; 21% prefer 10am – 4pm, whilst 25% support 11am – 12pm. The remaining 15.6% had no preference or do not support a CPZ.

Results are summarised in table below.

QUESTIONS		YES	NO	UNSURE
3	Do you feel you have a parking problem in your road?	50.4%	41.1%	8.5%
4	Do you support a CPZ in your road?	47.3%	45.6%	7.1%
5	Would you support a CPZ if the neighbouring road(s) or part of their road were included in a CPZ?	50.7%	40.5%	8.8%
6	If a CPZ was introduced which days would you like the controls to operate?	Mon-Fri	Mon-Sat	None
		69.1%	17.8%	13%
7	Which hours of operation would you prefer?	8.30am-6.30pm	10am-4pm	11am-12pm
		38.4%	21%	25%

For a complete breakdown on a road by road analysis please refer to the enclosed consultation results.

The results of the consultation along with your views and officers' recommendations were presented in a report to the Street Management Advisory Committee and the Cabinet Member on the 20 September 2011, which is available on the Council website.

After careful consideration, the Cabinet Member agreed to proceed to statutory consultation to introduce the W7 CPZ to include The Downs, Lansdowne Road, Crescent Road, Southdown Drive, Cumberland Close, Thaxted Place, Southdown Road, Elthelbert Road, Delamere Road, Albert Grove, and part of Lower Downs Road, operational Mondays to Fridays between 8.30am and 6.30pm.

**Lansdowne Road:** According to the consultation results for Lansdowne Road, the majority of respondents were against the parking controls. As a rule the Council refrains from imposing a CPZ in roads where the majority of residents have opted against a CPZ, however, given the two options available (a CPZ or double yellow lines on one side of the road without a CPZ), it is considered that the residents would benefit from a CPZ as they would only be competing for a parking space against other residents and their visitors rather than commuters.

Notwithstanding the current recommendation for inclusion, if the residents of Lansdowne Road continue to be against inclusion after this statutory consultation then officers will have to be mindful of the needs and safety of pedestrians particularly with the retirement home located at the end of Lansdowne Road and those who may

require the use of a wheel chair, officers will recommend the introduction of double yellow line waiting restrictions on one side of the road to protect pedestrians and prevent the current illegal footway parking.

**Delamere Road & Cumberland Close:** Although these roads are against the parking controls they have been included in the statutory consultation process to allow them the opportunity to be included in the CPZ as these roads will be adversely affected by parking displacement.

**WHAT HAPPENS NEXT**

A Notice of the Council's intentions to introduce the above measures will be published in a local newspaper (The Guardian), London Gazette and posted on lamp columns in the vicinity. Representations for and against the proposals described in this Notice must be made in writing to the **Head of Street Scene and Waste Management Division, Merton Civic Centre, London Road, Morden, Surrey, SM4 5DX** or email [trafficandhighways@merton.gov.uk](mailto:trafficandhighways@merton.gov.uk) by no later than **25 November 2011** quoting reference **ES/SGE/ZONE W7**. Objections must relate only to the elements of the scheme that are subject to this statutory consultation.

All representations along with Officers' comments and recommendations will be presented in a report to the Street Management Advisory Committee and/or the Cabinet Member for Environmental Sustainability and regeneration.

The Council is required to give weight to the nature and content of your representations and not necessarily the quantity. Your reasons are, therefore, important to us.

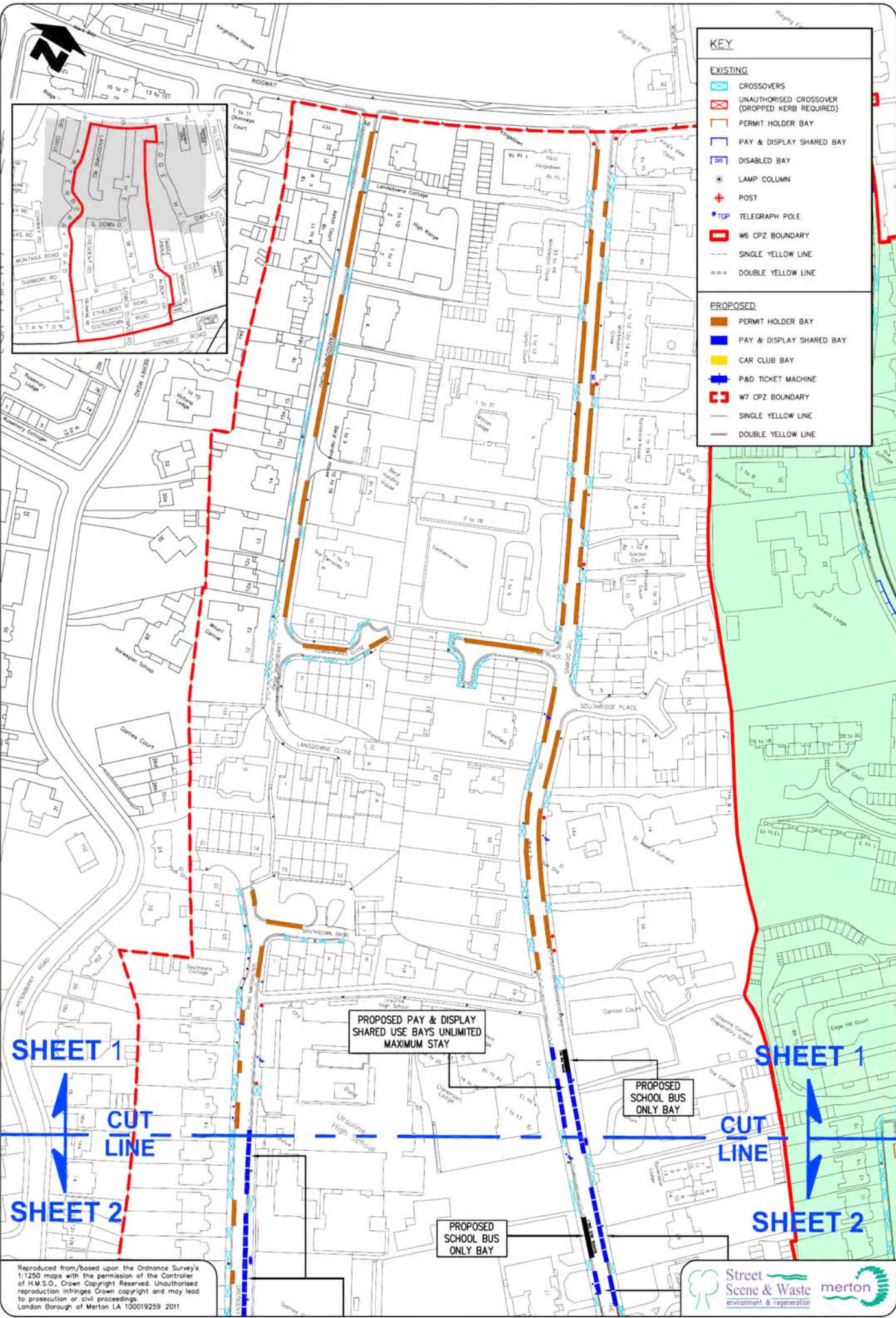
A copy of the proposed TMO, a plan identifying the areas affected by the proposals and the Council's Statement of Reasons can be inspected at the Merton Link, Merton Civic Centre, London Road, Morden, Surrey, SM4 5DX during the Council's normal office hours Monday to Friday, 9am to 5pm. A copy can also be inspected at Wimbledon Library. This information is available on Merton Council's website, [www.merton.gov.uk/cpzw7](http://www.merton.gov.uk/cpzw7).

**CONTACT US**

If you require further information, please contact the Project Engineer Brett Cockin on 020 8545 4869.

<p><b>Hillside Ward Councillors</b></p> <p><b>Councillor Suzanne Evans</b> Tel - 020 8545 3396 Email: <a href="mailto:suzanne.evans@merton.gov.uk">suzanne.evans@merton.gov.uk</a></p> <p><b>Councillor David Simpson</b> Tel - 020 8543 3764 Email: <a href="mailto:david.simpson@merton.gov.uk">david.simpson@merton.gov.uk</a></p> <p><b>Councillor David Williams</b> Tel - 0208 545 3396 Email: <a href="mailto:david.williams@merton.gov.uk">david.williams@merton.gov.uk</a></p> <p><b>Raynes Park Ward Councillors</b></p> <p><b>Councillor Margaret Brierly</b> Tel - 020 8545 3396 Email: <a href="mailto:margaret.brierly@merton.gov.uk">margaret.brierly@merton.gov.uk</a></p> <p><b>Councillor Linda Scott</b> Tel - 020 8545 3396 Email: <a href="mailto:linda.scott@merton.gov.uk">linda.scott@merton.gov.uk</a></p> <p><b>Councillor Rod Scott</b> Tel - 020 8545 3396 Email: <a href="mailto:rod.scott@merton.gov.uk">rod.scott@merton.gov.uk</a></p>	<p>Request for document translation</p> <p><b>PROPOSED CPZ W7 - THE DOWNS AREA</b></p> <p>If you need any part of this document explained in your language, please tick box and contact us either by writing or by phone using our contact details below.</p> <p><input type="checkbox"/> Albanian Nëse ju nevojitet ndonjë pjesë e këtij dokumenti e shpjeguar në gjuhën amtare ju lutemi shenjojeni kutinë dhe na kontaktoni duke na shkruar ose telefononi duke përdorur detajet e mëposhtme.</p> <p><input type="checkbox"/> Bengali এই নথির কোন কোন অংশের বিধি ব্যাখ্যা করতে চাইলে, বা যা বুঝতে পারছেন না তা জানিয়ে আমাদের সাথে যোগাযোগ করুন। বিধি ব্যাখ্যা করতে কিভাবে জানতে পারুন।</p> <p><input type="checkbox"/> French Si vous avez besoin que l'on vous explique une partie de ce document dans votre langue, cochez la case et contactez-nous par courrier ou par téléphone à nos coordonnées figurant ci-dessous.</p> <p><input type="checkbox"/> Korean 만일 본 서류의 어떤 부분이라도 귀하의 모국어로 설명받아야 한다면, 상자에 표시를 하고 우리에게 전화나 서신으로 연락하십시오.</p> <p><input type="checkbox"/> Polish Aby otrzymać część tego dokumentu w polskiej wersji językowej proszę zaznaczyć kwadrat i skontaktować się z nami drogą pisemną lub telefoniczną pod poniżej podanym adresem lub numerem telefonu.</p> <p><input type="checkbox"/> Portuguese Caso você necessite qualquer parte deste documento explicada em seu idioma, favor assinalar a quadrícula respectiva e contactar-nos por escrito ou por telefone usando as informações para contato aqui fornecidas.</p> <p><input type="checkbox"/> Somali Haddii aad u baahan tahay in qayb dumeentigan ka mid ah laguugu sharxo kuqaddaada, fadlan sax ku calaamadee sanduuga oo nagula soo xiriir warqad ama telefoon adigoo isticmaalaya macluumaadka halkaan hoose ku yaalla.</p> <p><input type="checkbox"/> Spanish Si desea que alguna parte de este documento se traduzca en su idioma, le rogamos marque la casilla correspondiente y que nos contacte bien por escrito o telefónicamente utilizando nuestra información de contacto que encontrará más abajo.</p> <p><input type="checkbox"/> Tamil இது திட்டமிடல் திட்டம் மற்றும் அதன் பகுதிகளை விவரிக்கிறது. உங்கள் மொழியில் எந்தெந்த பகுதிகளை விவரிக்க வேண்டும் என்பதைத் தெரிவிக்கவும்.</p> <p><input type="checkbox"/> Urdu اگر آپ کو اس دستاویز کے کسی حصے کی وضاحت چاہیے تو براہ کرم اس حصے کے بائیں جانب دیے گئے خانے میں تیک لگائیں اور ہمیں لکری یا فون پر رابطہ کرنا۔</p> <p><input type="checkbox"/> Large print    <input type="checkbox"/> Braille    <input type="checkbox"/> Audiotope</p> <table border="1"> <tr> <td> <p>Your contact:</p> <p>Name.....</p> <p>Address.....</p> <p>.....</p> <p>Telephone.....</p> </td> <td> <p>Brett Cockin, Merton Civic Centre, London Road, Morden, SM4 5DX</p> </td> </tr> </table>	<p>Your contact:</p> <p>Name.....</p> <p>Address.....</p> <p>.....</p> <p>Telephone.....</p>	<p>Brett Cockin, Merton Civic Centre, London Road, Morden, SM4 5DX</p>
<p>Your contact:</p> <p>Name.....</p> <p>Address.....</p> <p>.....</p> <p>Telephone.....</p>	<p>Brett Cockin, Merton Civic Centre, London Road, Morden, SM4 5DX</p>		





KEY	
<b>EXISTING</b>	
	CROSSOVERS
	UNAUTHORISED CROSSOVER (DROPPED KERB REQUIRED)
	PERMIT HOLDER BAY
	PAY & DISPLAY SHARED BAY
	DISABLED BAY
	LAMP COLUMN
	POST
	TCP TELEGRAPH POLE
	W6 CPZ BOUNDARY
	SINGLE YELLOW LINE
	DOUBLE YELLOW LINE
<b>PROPOSED</b>	
	PERMIT HOLDER BAY
	PAY & DISPLAY SHARED BAY
	CAR CLUB BAY
	P&D TICKET MACHINE
	W7 CPZ BOUNDARY
	SINGLE YELLOW LINE
	DOUBLE YELLOW LINE

**SHEET 1**

**SHEET 1**

**SHEET 2**

**SHEET 2**

**CUT LINE**

**CUT LINE**

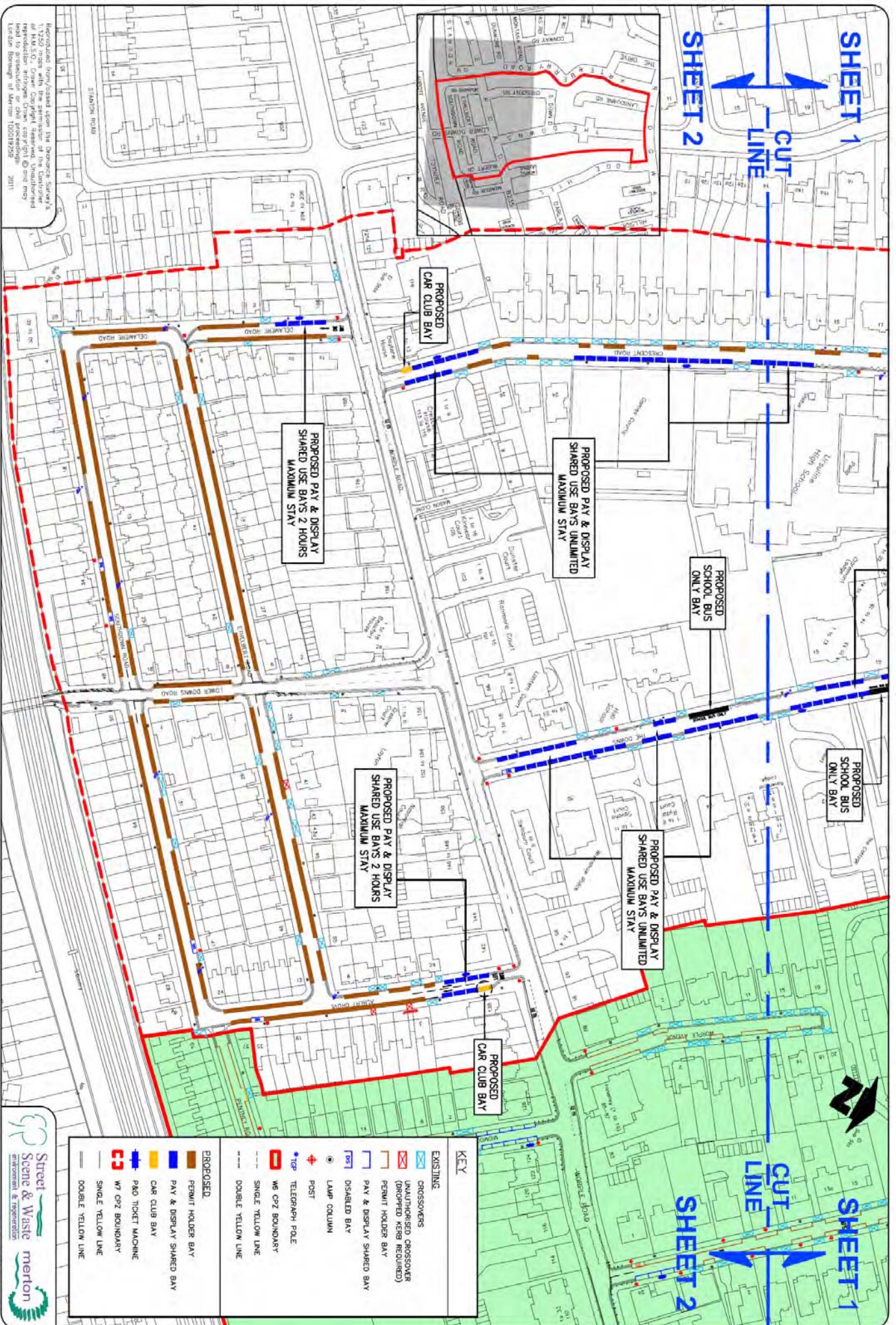
PROPOSED PAY & DISPLAY SHARED USE BAYS UNLIMITED MAXIMUM STAY

PROPOSED SCHOOL BUS ONLY BAY

PROPOSED SCHOOL BUS ONLY BAY

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KEY	
	EXISTING CROSSOVERS
	UNAUTHORISED CROSSOVER (DROPPED KERB REQUIRED)
	PERMIT HOLDER BAY
	PAY & DISPLAY SHARED BAY
	DISABLED BAY
	LAMP COLUMN
	POST
	TELEGRAPH POLE
	WB CPZ BOUNDARY
	SINGLE YELLOW LINE
	DOUBLE YELLOW LINE
PROPOSED	
	PERMIT HOLDER BAY
	PAY & DISPLAY SHARED BAY
	CAR CLUB BAY
	PAD TICKET MACHINE
	WB CPZ BOUNDARY
	SINGLE YELLOW LINE
	DOUBLE YELLOW LINE



## SUMMARY OF CONSULTATION RESULTS BY ROAD FOR THE W7 ZONE - THE DOWNS

ROAD	NUMBER CONSULTED	NUMBER OF RETURNS	% OF RESPONSE	RESIDENT	BUSINESS	BOTH	Q2. NUMBER OF CARS	Q3. DO YOU CURRENTLY HAVE A PARKING PROBLEM IN YOUR ROAD?					
								YES	NO	UNSURE/No Response	% YES	% NO	% UNSURE
Albert Grove	24	19	79.2%	19	0	0	14	15	4	0	78.9%	21.1%	0.0%
Crescent Road	35	17	48.6%	15	1	1	5	7	9	1	41.2%	52.9%	5.9%
Cumberland Close	8	4	50.0%	4	0	0	0	1	3	0	25.0%	75.0%	0.0%
Delamere Road	51	21	41.2%	21	0	0	14	1	18	2	4.8%	85.7%	9.5%
Ethelbert Road	59	30	50.8%	30	0	0	19	21	7	2	70.0%	23.3%	6.7%
Lansdowne Close	10	5	50.0%	5	0	0	3	2	3	0	40.0%	60.0%	0.0%
Lansdowne Road	120	54	45.0%	53	1	0	37	24	25	5	44.4%	46.3%	9.3%
Lower Downs Road	36	5	13.9%	4	1	0	4	3	1	1	60.0%	20.0%	20.0%
Ridgeway	31	2	6.5%	2	0	0	2	2	0	0	100.0%	0.0%	0.0%
Southdowne Drive	25	14	56.0%	14	0	0	12	8	4	2	57.1%	28.6%	14.3%
Southdowne Road	80	35	43.8%	35	0	0	25	18	16	1	51.4%	45.7%	2.9%
Southridge Place	23	9	39.1%	9	0	0	3	3	6	0	33.3%	66.7%	0.0%
Thaxted Place	11	4	36.4%	4	0	0	3	3	1	0	75.0%	25.0%	0.0%
The Downs	310	100	32.3%	99	0	1	77	63	25	13	62.4%	24.8%	12.9%
Worple Road	250	33	13.2%	33	0	0	29	7	23	3	21.2%	69.7%	9.1%
	<b>1073</b>	<b>352</b>	<b>32.8%</b>	<b>347</b>	<b>3</b>	<b>2</b>	<b>247</b>	<b>178</b>	<b>145</b>	<b>30</b>	<b>50.4%</b>	<b>41.1%</b>	<b>8.5%</b>

ROAD	Q4. DO YOU SUPPORT A CPZ IN YOUR ROAD					Q5. WOULD YOU SUPPORT A CPZ IF THE NEIGHBOURING ROADS WERE IN FAVOUR						
	YES	NO	UNSURE/No Response	% YES	% NO	% UNSURE	YES	NO	UNSURE/No Response	% YES	% NO	% UNSURE
Albert Grove	15	4	0	78.9%	21.1%	0.0%	15	3	1	78.9%	15.8%	5.3%
Crescent Road	3	10	4	17.6%	58.8%	23.5%	8	6	3	47.1%	35.3%	17.6%
Cumberland Close	1	3	0	25.0%	75.0%	0.0%	2	2	0	50.0%	50.0%	0.0%
Delamere Road	3	18	0	14.3%	85.7%	0.0%	3	18	0	14.3%	85.7%	0.0%
Ethelbert Road	19	9	2	63.3%	30.0%	6.7%	20	8	2	66.7%	26.7%	6.7%
Lansdowne Close	1	4	0	20.0%	80.0%	0.0%	1	2	2	20.0%	40.0%	40.0%
Lansdowne Road	22	28	4	40.7%	51.9%	7.4%	23	28	3	42.6%	51.9%	5.6%
Lower Downs Road	4	1	0	80.0%	20.0%	0.0%	4	1	0	80.0%	20.0%	0.0%
Ridgeway	2	0	0	100.0%	0.0%	0.0%	2	0	0	100.0%	0.0%	0.0%
Southdowne Drive	9	5	0	64.3%	35.7%	0.0%	9	3	2	64.3%	21.4%	14.3%
Southdowne Road	20	15	0	57.1%	42.9%	0.0%	19	14	2	54.3%	40.0%	5.7%
Southridge Place	3	5	1	33.3%	55.6%	11.1%	4	5	0	44.4%	55.6%	0.0%
Thaxted Place	4	0	0	100.0%	0.0%	0.0%	4	0	0	100.0%	0.0%	0.0%
The Downs	53	37	11	52.5%	36.6%	10.9%	57	33	11	56.4%	32.7%	10.9%
Worple Road	8	22	3	24.2%	66.7%	9.1%	8	20	5	24.2%	60.6%	15.2%
	<b>167</b>	<b>161</b>	<b>25</b>	<b>47.3%</b>	<b>45.6%</b>	<b>7.1%</b>	<b>179</b>	<b>143</b>	<b>31</b>	<b>50.7%</b>	<b>40.5%</b>	<b>8.8%</b>

## SUMMARY OF CONSULTATION RESULTS BY ROAD FOR THE W7 ZONE - THE DOWNS

ROAD	Q6. WHICH DAYS WOULD YOU LIKE THE CONTROLS TO OPERATE					Q7. IF A CPZ WAS INTRODUCED WHICH HOURS OF OPERATION WOULD YOU PREFER								
	MONDAY - FRIDAY	MONDAY - SATURDAY	UNSURE/No Response	% MONDAY - FRIDAY	% MONDAY - SATURDAY	% NONE	8:30AM - 6:30PM	10am- 4pm	11AM - 12PM	UNSURE/No Response	% 8:30AM - 6:30PM	% 10am-4pm	% 11AM - 12PM	% NONE
Albert Grove	11	8	0	57.9%	42.1%	0.0%	11	3	4	1	57.9%	15.8%	21.1%	5.3%
Crescent Road	15	1	1	88.2%	5.9%	5.9%	1	4	10	2	5.9%	23.5%	58.8%	11.8%
Cumberland Close	3	0	1	75.0%	0.0%	25.0%	2	0	1	1	50.0%	0.0%	25.0%	25.0%
Delamere Road	15	2	4	71.4%	9.5%	19.0%	3	3	11	4	14.3%	14.3%	52.4%	19.0%
Ethelbert Road	22	5	3	73.3%	16.7%	10.0%	9	12	5	4	30.0%	40.0%	16.7%	13.3%
Lansdowne Close	4	0	1	80.0%	0.0%	20.0%	0	1	3	1	0.0%	20.0%	60.0%	20.0%
Lansdowne Road	31	13	10	57.4%	24.1%	18.5%	21	7	12	14	38.9%	13.0%	22.2%	25.9%
Lower Downs Road	3	2	0	60.0%	40.0%	0.0%	4	1	0	0	80.0%	20.0%	0.0%	0.0%
Ridgeway	1	1	0	50.0%	50.0%	0.0%	1	1	0	0	50.0%	50.0%	0.0%	0.0%
Southdowne Drive	11	2	1	78.6%	14.3%	7.1%	7	4	2	1	50.0%	28.6%	14.3%	7.1%
Southdown Road	28	5	2	80.0%	14.3%	5.7%	15	11	7	2	42.9%	31.4%	20.0%	5.7%
Southridge Place	4	2	3	44.4%	22.2%	33.3%	3	1	2	3	33.3%	11.1%	22.2%	33.3%
Thaxted Place	3	1	0	75.0%	25.0%	0.0%	3	1	0	0	75.0%	25.0%	0.0%	0.0%
The Downs	71	17	13	70.3%	16.8%	12.9%	43	23	18	16	43.0%	23.0%	18.0%	16.0%
Worple Road	22	4	7	66.7%	12.1%	21.2%	12	2	13	6	36.4%	6.1%	39.4%	18.2%
	<b>244</b>	<b>63</b>	<b>46</b>	<b>69.1%</b>	<b>17.8%</b>	<b>13.0%</b>	<b>135</b>	<b>74</b>	<b>88</b>	<b>55</b>	<b>38.4%</b>	<b>21.0%</b>	<b>25.0%</b>	<b>15.6%</b>

There are 26 schools that are located within existing CPZs or CPZs that are under consideration and may to be implemented in the near future.

There are a number of schools within CPZs that provide no or very limited on-site parking for staff. Due to the expansion of CPZs, staff are now required to use either Pay and Display, Shared use bays and / or find an alternate mode of travel.

The implementation of CPZs removes all commuter parking. Where there is available parking capacity, without affecting available space for residents, it is proposed to allow schools to obtain annual parking permits that will allow them to park within permit holder bays and shared use bays.

This provision should be implemented in CPZs where there is spare capacity during the hours of operation where the demand for resident/visitor/business parking is at a minimal. School permit parking should not result in residents/visitors being unable to obtain a parking space. Provision of permits can therefore be assessed after the implementation of the zone. The number of permits for schools within existing CPZs can be determined once the permit structure has been approved subject to meeting a set of criteria.

It should be noted that as a rule school permits should not be made available when a CPZ is implemented. The operation of a new zone should be reviewed / surveyed and the spare parking capacity assessed before School Permits are issued. The spare capacity assessment could be done within 1 month after the implementation of the zone because 99% of all permits are issued before enforcement begins. At this time the Council will have the number of permits issued and compare that with the number of spaces available within the CPZ. Additionally officers will assess the number of off street parking within any given road/zone and undertake parking surveys to determine actual capacity. It has never been the Council's practice to disadvantage residents and their visitors by over scribing.

All permit applications must be made by the Head Teacher rather than individual teachers.

To determine the numbers of school permits for any given school within its specific zone the Council will

- formally adopt the 25% spare capacity guide as an indicator.
- undertake parking surveys during the hours of operation prior to deciding on the number of School permits.
- Consider off street parking facilities within any given road/zone.

The above would also apply upon renewal of permits. This can be expansive and time consuming. In the event that the uptake of residents' permits is in excess of 75% and in cases where the numbers of permits outweigh the number of available on-street / off-street spaces the Council would need give priority to its residents or consider permit interchange between neighbouring zones as long as it does not have an adverse impact on the other zone. This would depend of the operation and capacity of the other zone.

Only those schools with an up to date School Travel Plan (STP) and/or Green Travel Plan would be eligible for a permit. Each school has been signed up to a School Travel Plan and this can be used to obtain the current number of staff who use a private vehicle to travel to work. Further consultations with schools will allow us to obtain the provision of on-site parking. By comparing the number of staff using a private vehicle and the on-site provisions an estimate can be made to the potential uptake of School Parking Permits. This can then be assessed against the resident permit holder uptake to evaluate the potential spare capacity for parking permits.

For a state school, it is being recommended that the permit should be at the cost of £188 per annum. This is based on £1 a day derived from an average number of days that a school is open. It could be argued that the staff are commuters as they do not live within the zone and are therefore not entitled to permits and as a rule contribute toward the residents' parking difficulties. Based on feed back received during public meetings and consultations, it has been our experience that many residents look upon teachers favourably as they provide essential services to the community and as a rule do not object to schools' ability to purchase parking permits.

With regards to private schools, it is considered that as they operate as a business it would be feasible that they should be subject to the business tariff of £221 for 6 months for one permit.

A combination of criteria and the cost of a permit should limit the number of permit applications and is likely to prevent abuse.



Cllr Suzanne Evans



Cllr David Simpson



Cllr David Williams



Hillside Ward  
(Conservative)

London Borough of Merton  
Merton Civic Centre  
London Road  
Morden SM4 5DX

Tel: 020 8545 3396 (Civic Centre)  
Fax: 020 8545 4075 (Civic Centre)  
Email: [suzanne.evans@merton.gov.uk](mailto:suzanne.evans@merton.gov.uk)  
[david.simpson@merton.gov.uk](mailto:david.simpson@merton.gov.uk)  
[david.williams@merton.gov.uk](mailto:david.williams@merton.gov.uk)  
Date: 17<sup>th</sup> November 2011

Dear Resident

#### W7 Controlled Parking Zone Consultation

You should have received a consultation paper from the Council asking your opinion about plans to introduce a Controlled Parking Zone (CPZ) in your street and some neighbouring streets. This is a formal, statutory consultation. And the outcome will determine whether or not you get residents' parking.

During the previous informal consultation, only 362 households out of the 1249 potentially affected returned their forms.

Residents were asked which days and hours of operation would they prefer should the CPZ be introduced in their road. Results showed that 69.3% of respondents were in favour of Monday-Friday. 38.4% preferred the option 8.30am-6.30pm; 21% were in favour of 10am-4pm and 25% wanted only one hour.

We suggested that the hours of operation to be formally consulted on should be 10am-4pm as there was no sizeable majority in favour of 8.30am - 6.30pm. However, officers recommended Council proceed to statutory consultation on Mon-Fri, 08.30 - 18.30 and this was approved by the Cabinet Member, Cllr Andrew Judge.

**It is important that as many people as possible participate in the consultation, and we urge you to complete the forms before the deadline of 25th November.**

If you have further comments to make on these plans, you can write to:

Traffic and Highways, London Borough of Merton, 12th Floor, Merton Civic Centre, London Road Morden SM4 5DX.

Or email [trafficandhighways@merton.gov.uk](mailto:trafficandhighways@merton.gov.uk). You may also wish to copy in or contact the Cabinet Member by email at [andrew.judge@merton.gov.uk](mailto:andrew.judge@merton.gov.uk), and it would also be helpful if you would please copy us into any correspondence.

Yours faithfully

Cllr Suzanne Evans  
[suzanne.evans@merton.gov.uk](mailto:suzanne.evans@merton.gov.uk)  
020 8545 3396 (Civic Centre)

Cllr David Simpson  
[david.simpson@merton.gov.uk](mailto:david.simpson@merton.gov.uk)  
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020 8947 8835 (Home)